

# BUILDING THE CITY OF HOMES AND INDUSTRY



The Architectural and Historical Development  
of Everett, Massachusetts

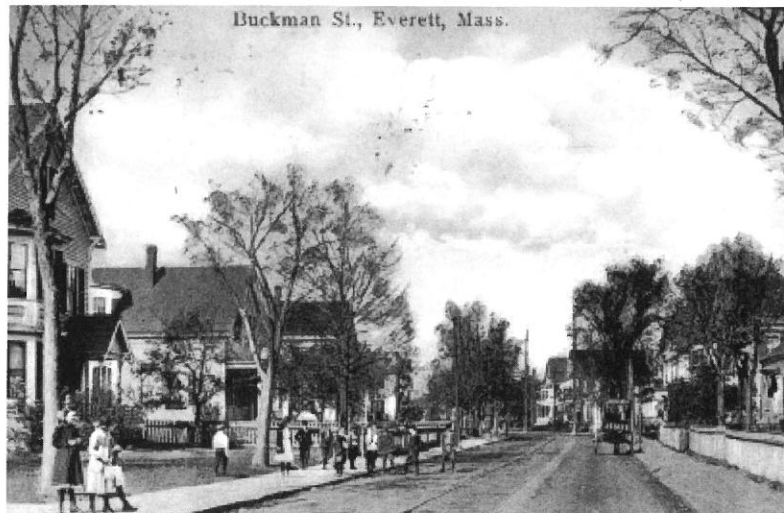
Elizabeth Durfee Hengen







# Building the City of Homes and Industry



The Architectural and  
Historical Development of  
Everett, Massachusetts

by  
Elizabeth Durfee Hengen

Prepared for  
The City of Everett  
Mayor's Office of  
Community and Economic Development

John R. McCarthy  
Mayor



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## Acknowledgements

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The author of this book is greatly indebted to many people who assisted in its planning and preparation. The Mayor of Everett, John R. McCarthy, has been enthusiastic and supportive of the project from its inception. The Mayor's Office of Community and Economic Development, under the direction of Robert Norton, and the Parlin Memorial Library, under the direction of John Adams, have been untiring in their efforts to coordinate and assist in all aspects of this publication.

The late George Tamboli deserves special recognition for generously sharing his extensive postcard collection, much of which is reproduced on the following pages. Sincere appreciation goes to the citizens of Everett who contacted the city to offer visual and written materials for inclusion in this book, particularly Costa Kirlis, Donald Conley and Douglas Snook; to Thomas Porter for his photographs depicting the H.K. Porter Company; and to the Everett Historical Society for all its efforts. The research done by earlier historians, Dudley Bailey and Julia Rich Hogan, served as an important base for the material presented here. Peter Scott provided the bulk of the research and text for the chapter on industrial development.

Unless otherwise noted, historic photographs are from the collection of the Parlin Memorial Library and postcards from the collection of George Tamboli. Contemporary photographs were taken by the author in 1982-83.

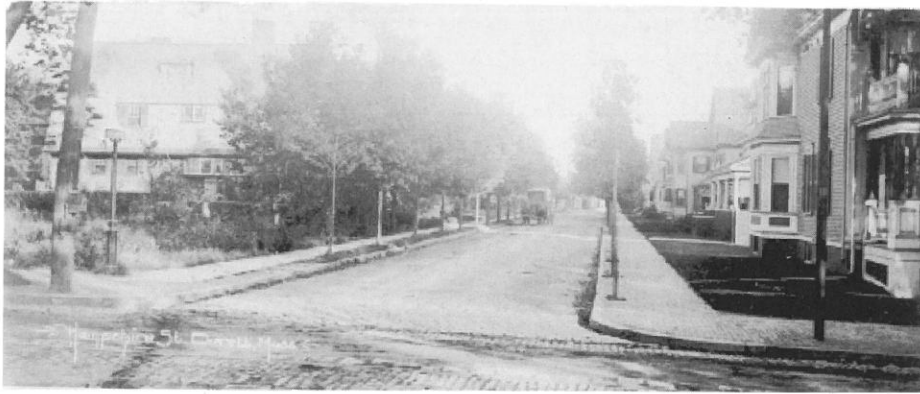
*Building the City of Homes and Industry* is sponsored by the Everett Savings Bank, a banking and community leader in Everett since 1889; the Everett Cooperative Bank; and Distrigas Corporation.

Layout and design by Todd Smith and Thomas McGinley

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*Front cover: Glendale Park during Everett's 25th anniversary celebration, 1917.*  
*Title page: Bucknam Street. Photographed ca. 1915.*  
*Opposite page: Hampshire Street. Photographed ca. 1905.*

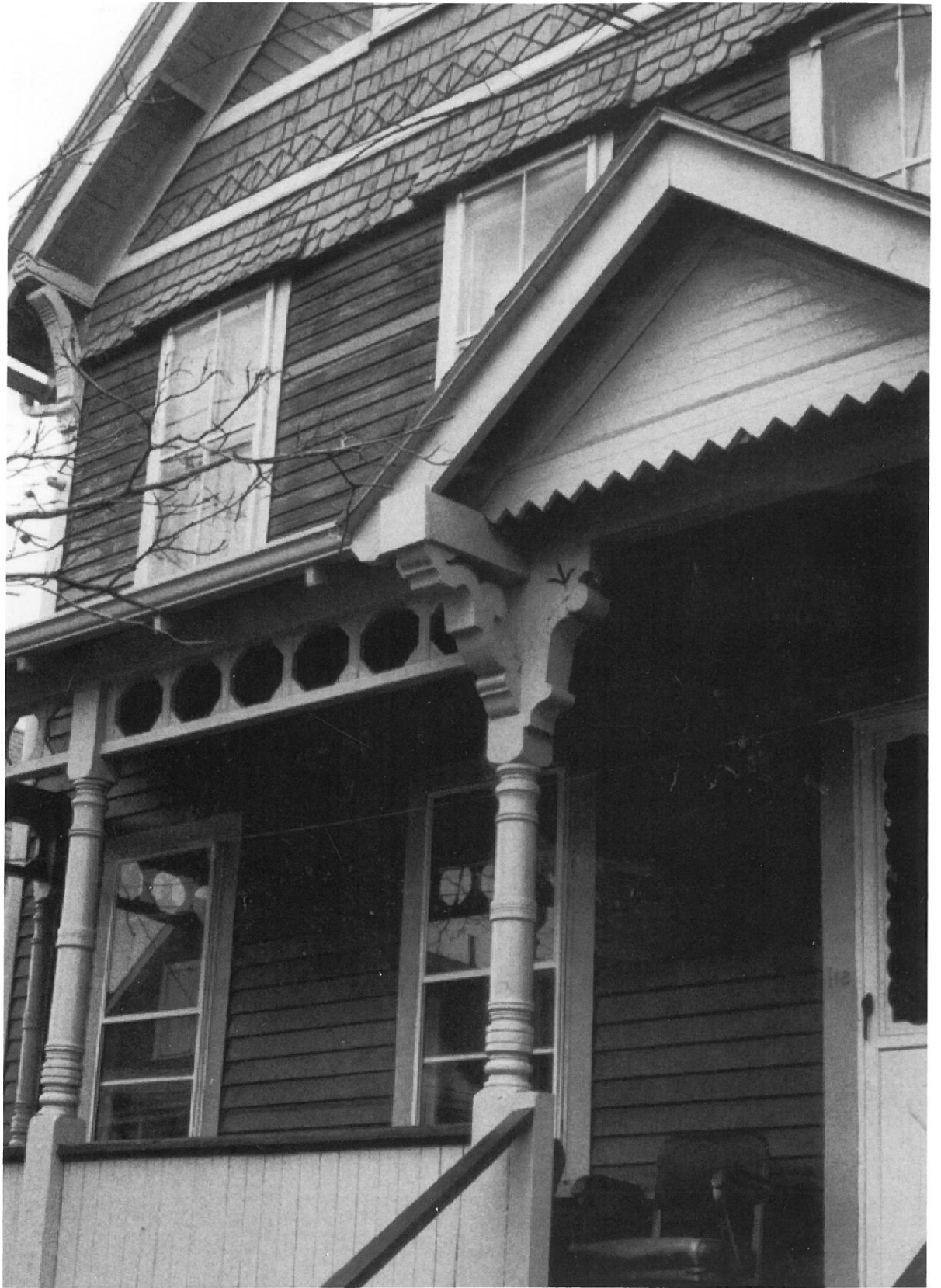




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**G.E. Kimball, Pharmacist, Broadway.**  
*Photographed 1890. Kimball opened his drugstore in the newly built Masonic Building at the corner of Broadway and Chelsea Street.*

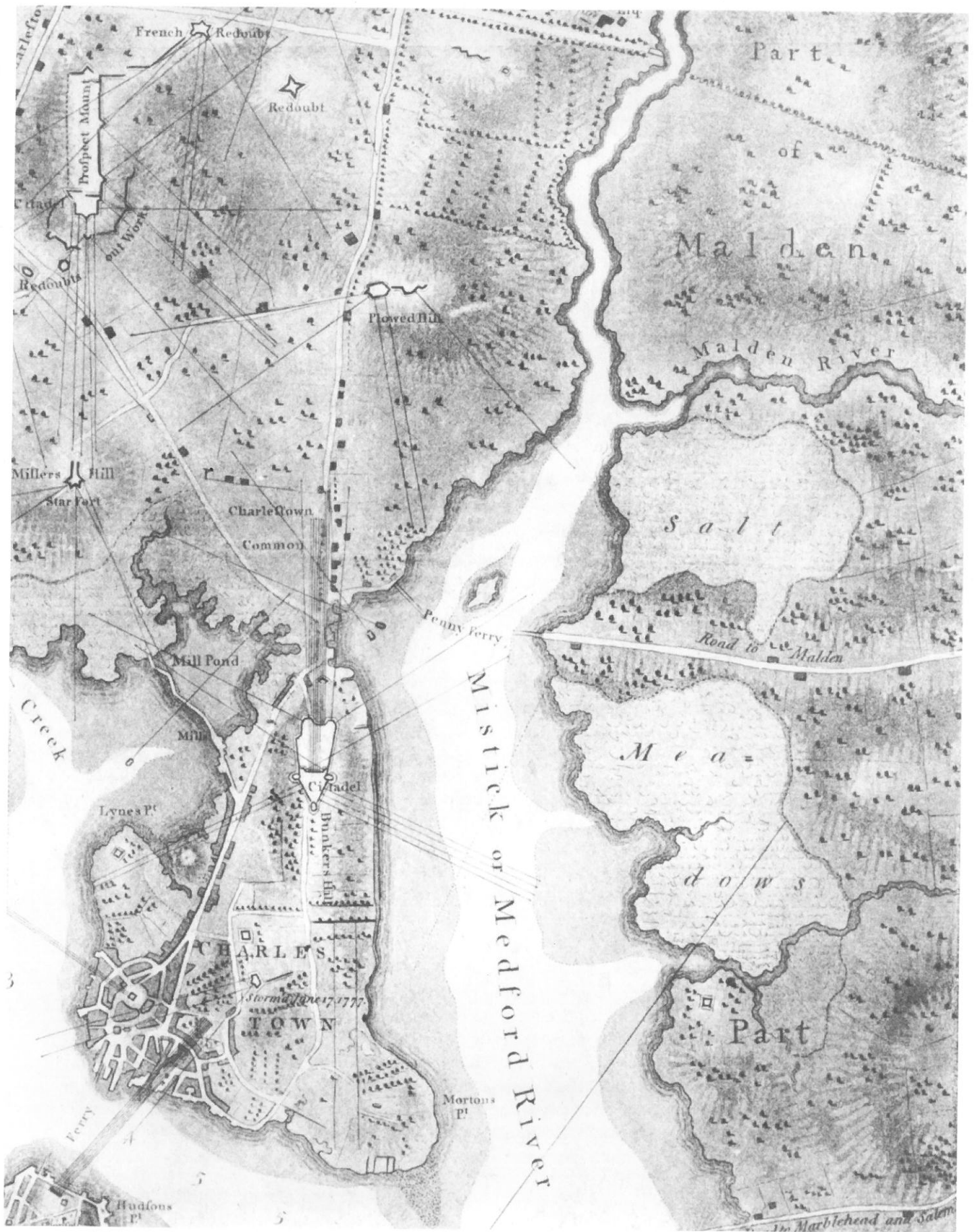
## Introduction

**B**uilding the City of Homes and Industry grew out of a city-wide survey of Everett architecture initiated and supported by the Mayor's Office of Community and Economic Development in 1982. The year-long project identified, documented and described over 200 buildings in the city which represented all periods of history and all types of architecture. Though many of the buildings might not be considered historic landmarks, they tell how the city was shaped and what makes it unique.

This account of Everett's past brings the city's history and architecture to life and offers new insight into how the city achieved its present-day appearance. Its publication coincides with the city's ongoing efforts to rejuvenate its commercial centers and older neighborhoods. Among the projects already completed by the city are an addition to and renovation of the Parlin Memorial Library; the conversion of the Armory to a Senior Center; and the continuing rehabilitation of the Everett Recreation Center.

The book is organized to provide an understanding of the city's history from the viewpoint of its physical development. The first chapter is an historical overview covering the period from 1630 to 1920; it describes Everett's transformation from a rural farming community to a lively, thriving suburb of Boston. In the following chapter the evolution of the city's landscape, including its parks and cemeteries, is discussed. The third chapter looks at Everett's phenomenal industrial growth. The final chapters are concerned with the city's architectural development. Most of that material is drawn from the architectural survey, copies of which are filed in the Parlin Memorial Library and the Mayor's Office of Community and Economic Development; residents are encouraged to look through it.

**118-120 Cottage Street.** Built 1890. A wide variety of shingle patterns and ornamental woodwork typically adorned Everett's late-nineteenth century residences, as exemplified on this house.



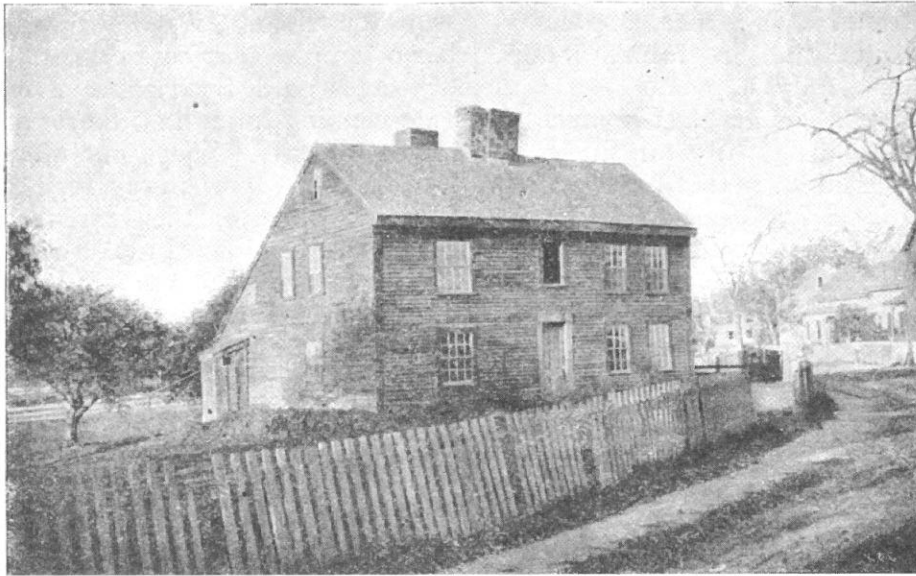
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# Historical Background

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The Colonial Period 1630-1779

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**Thomas Lewis House, Bow Street.** Built ca. 1750; demolished ca. 1880. This Colonial house was located just across from Beacham Street on Bow Street. Thomas Lewis was a merchant who built and owned Lewis Wharf in Boston.

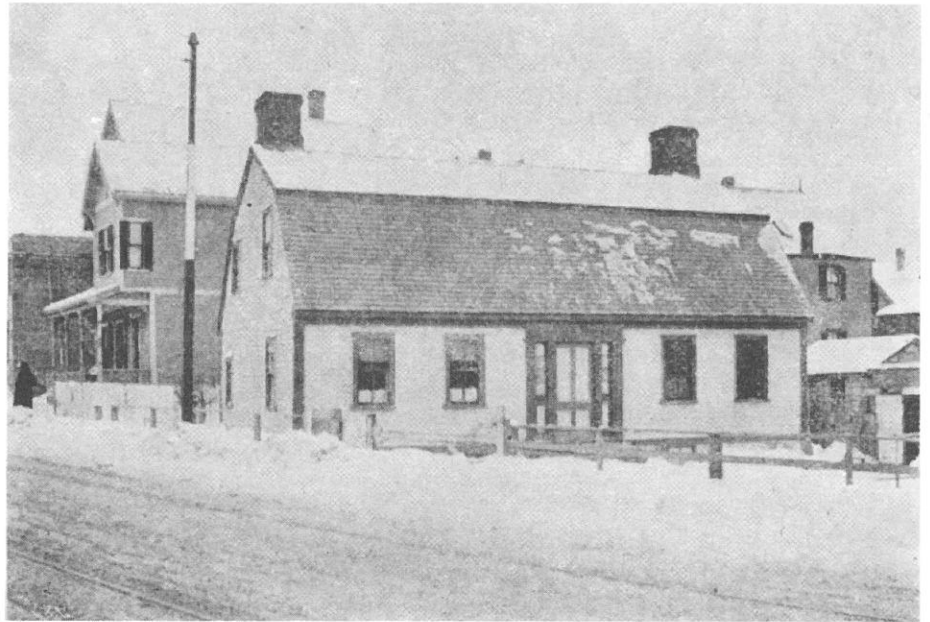
Three hundred and sixty years ago, Everett was part of Charlestown. Charlestown was first settled in 1629 following a large grant of land awarded by the Plymouth Council to the Massachusetts Bay Company, the first true governing body of the state. Charlestown's territory included, in addition to present-day Everett, Malden, Melrose, Woburn, Winchester, Stoneham, Burlington, and parts of Medford, Cambridge, Arlington and Reading. The land within the grant lying north of the Mystic River, which included Everett, was named "Mystic Side" or "Mystic Field."<sup>1</sup>

At the time of the grant, Mystic Side was inhabited by the last of the Pawtucket Indian tribe who fished in the river and maintained a camp on the summit of Mount Washington in Everett. The tribe had been ruled by Nanapashemet and, after his death in 1619, by his capable widow Squaw Sachem whose territory stretched to the Connecticut River. Her son, Montowampate but called Sagamore John by the English, lived at Beacham Point in Everett. Sagamore John was friendly and acclimated to the customs of the English. He lived peacefully, if destitutely, with his white neighbors until he, like many native Americans, contracted smallpox from the English and died. His brother Wenepoykin succeeded him but when the English refused his request for a separate parcel of land for the remaining members of his tribe, he left the area. Wenepoykin later rose to be chief of the Pawtucket tribe and joined with King Phillip in his war against the English in 1675-76.

Opposite page: **Detail of Military Works Constructed in Boston and Environs, 1775-1776.** Drawn by Henry Pelham. This early map shows the Penny Ferry, which connected Charlestown to South Malden, and the extensive salt marshes which are now Everett's industrial section.



Mystic Side was described by its first English explorers as an "uncouth wilderness" notable principally for its "stately timber." Yet, the "extended and frequent areas of open lands around the margins of the marshes and meadows . . . lands ready for the plough and tillage without much labor" were recognized for their agricultural potential, and during the 1640s European settlement took root in the area.<sup>2</sup> The marsh land was particularly prized for its abundance of salt hay, a favorite of cattle. The Mystic River estuary and the Neponset estuary/Quincy Bay south of Boston were initially the most important settlement areas of the Massachusetts Bay Colony. As early as 1630, however, the pattern shifted in favor of the Charles River estuary and Boston Harbor. The Mystic estuary became a secondary center, strong in agriculture and shipbuilding (primarily in Charlestown and Medford).



**Jonathan Green House, 519 Ferry Street.**  
Built ca. 1735; photographed ca. 1890. Though this gambrel-roof house has undergone various alterations, it remains the oldest house in Everett.

Expedient transportation between Charlestown and Mystic Side was drastically needed. In 1640 the settlers of Charlestown voted to support a ferry between the two shores. Called the "Penny Ferry", it was run first by Philip Drinker, who was instructed to "keep the ferry at the Neck with a sufficient boat" and later by Peter Tufts who became a large landowner in Mystic Side. From the ferry landing in Mystic Side, a road followed an Indian trail, arcing east in a bow before joining Broadway near the Sweetser Circle and continuing down Main Street toward Malden. Now Bow Street, it was Everett's first road. Other seventeenth century roads included Chelsea Street (1653), Beacham Street (1681), Shute Street (1695) and Ferry Street. It was not uncommon for these roads to be frequently interrupted by gates, designed to keep cattle from straying from adjacent fields onto the open road.

On May 16, 1649, the Court of Assistants, "upon the petition of the Mystic Side men," granted the settlers' petition "to be a district Towne . . . and the name thereof to be called Mauldon." Although the southwesterly portion of present-day Everett remained part of Charlestown,

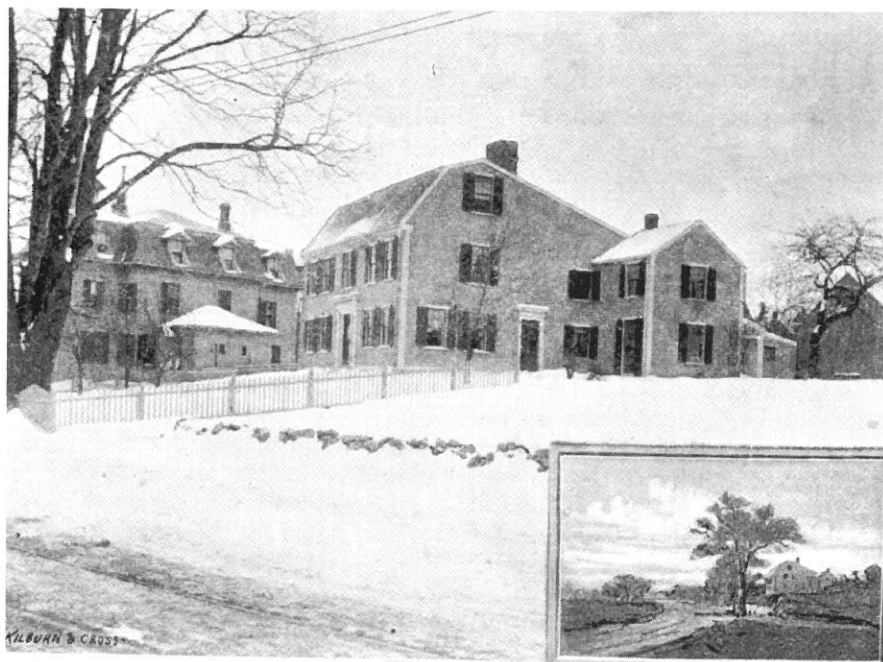
it was eventually annexed to Malden in 1726. Until Everett was set off as a separate town in 1870, it was known as South Malden.

Not long after the Charlestown annexation, pressures for splitting South Malden from Malden proper began to mount. Those pressures undoubtedly were encouraged by geography, since a "Great Swamp" separated South Malden from the rest of town. The movement for formal division was precipitated by a controversy in 1729 over the relocation of the local church to the north side of Malden, a far greater distance to travel. In response, the settlers of South Malden built a meeting house of their own on Belmont Hill, at a site which is now the corner of High Street and Broadway.

Yearly petitions seeking separation were filed until, on December 24, 1737, the General Court formally divided Malden into two parishes: the South Parish and the North Parish. However, South Malden, with fewer than thirty families, was too small to support its own church and minister. Only four years later, it attempted to reunite with the North Parish, but it took a half-century for the reunion to occur. By then, the breach proved of signal importance to the town's development.

During the Revolutionary War, South Malden became an important strategic defense point. The ferry to Charlestown was a vital military link, carrying soldiers and equipment from the Navy Yard to Malden and points north. It was described as a scow-type vessel, similar to a barge, equipped with oars, capable of carrying sails. It could accommodate animals and humans and was utilized to carry soldiers and their equipment. There was a fee to ride the ferry of two pence for a single person and a penny each for more than one person. Transportation of a man and horse cost seven pence.<sup>3</sup> At the end of Beacham Street stood a defensive earthworks and fortifications which housed a company of soldiers for eight months until the British evacuated Boston.

South Malden's early settlers were mostly farmers, a number of whom had served in the Revolutionary War. Colonel John Popkin



**Blaney House, Chelsea Street.** Built ca. 1700; demolished. Benjamin Blaney was a captain in the Revolutionary War and a noted citizen of South Malden. The inset picture shows an earlier view of the house before its surroundings at the intersection of Chelsea and Ferry Streets were developed.

fought in the battle of Bunker Hill. For many years he served as an inspector at the customs house in Boston. He made the eight mile, round-trip commute daily on foot until his death at the age of eighty-four. Captain Jonathan Oakes commandeered armed brigantines during the war, captured several British ships and later served in the General Court for twelve terms, one of the longest on record. Solomon Corey, South Malden's first postmaster, led an active seafaring life before retiring to South Malden. Thaddeus Pierce farmed a large tract of land on either side of Ferry Street, near Elm Street, now Franklin, Reed Avenue and Clarence Streets. One of the largest and most prominent land owners was the Nichols family, whose ancestor James settled in Malden in 1660. Their land included acreage between Nichols, Ferry and Chelsea Streets.

Strung along South Malden's early roads were simple wooden frame houses. Photographs indicate they were typical of the period: two stories high with five windows across the front, a centrally located entrance and a massive chimney. Many had long, sloped rear rooflines, allowing additional living space, usually a kitchen, on the ground floor. The frames were hewn by hand, and the exterior sided with clapboards. Most of these early houses were demolished during the city's rapid growth of the 1880s and 1890s. One had a more interesting fate. The Shute House, built ca. 1695 on Shute Street, had become a potting house for a local florist. Threatened with demolition, it was carefully dismantled in 1927 under the direction of George Francis Dow, Curator of the Society for the Preservation of New England Antiquities, and moved to Marlborough where it was re-erected and restored according to current thinking by his brother Eugene Dow. In 1955 it was again dismantled and moved to the Smithsonian Institute in Washington.

The Jonathan Green House on Ferry Street is the only documented house still standing in Everett which dates from this period. Though it has been radically altered, its broad gambrel roof, end chimneys and angled siting to the road imply its early eighteenth century date. Similar gambrel roof houses stood on Main and Bow Streets.

The farmland in South Malden was subdivided according to the English medieval open field system which set aside separate fields for planting, grazing and meadowland, each in joint ownership and for use by the community. Unlike the larger town centers, such as Malden, Reading (now Wakefield) and Medford, South Malden did not develop a specialized trade or industry, thus remaining, for many years, an informal agricultural village through which travelers passed en route to the busier towns.



**Hovey-Knower-Shute House.** Built ca. 1695. The Shute House was built by James Hovey, a weaver. The upper photograph shows the house as it appeared on its original site on Shute Street in Everett about 1890. The lower photograph shows the house in about 1929 in Marlborough, Massachusetts, after it was re-erected and restored. The house is currently part of the permanent collection of the Smithsonian Institute in Washington, D.C., which used it most recently in a major Bicentennial exhibit on everyday life in early America.

*Upper photograph:* Courtesy of the Smithsonian Institution.

*Lower photograph:* Courtesy of the Society for the Preservation of New England Antiquities.



## The Period of Readiness 1780-1869



The early nineteenth century was a time of slow, but steady growth for South Malden. Shortly after the Revolutionary War, the Penny Ferry was replaced by the Malden Bridge, a 2400 foot long, 32 foot wide wooden causeway built in only six months under the direction of Lemuel Cox, a celebrated bridge builder and architect. With the new bridge, it was widely expected that the land north of Charlestown would be developed. In fact, until the toll was removed in 1859, the round-trip cost of forty-seven cents to cross both the Malden and Charlestown bridges inhibited growth. The bridges did serve as an important link to Boston, however, for those willing to pay the fare. Previously, South Malden had been considered by some to be as far 'down east' in regard to its connection with Boston as any town in York County, Maine.

**View looking south down Broadway from High Street. Photographed ca. 1875. The house at the right is probably the Cannell House, which stood just north of Webster Street.**

In those days, a Malden lady wishing to visit Boston by land had to rise early and travel by wagon, side-saddle or pillion, through Medford, Charlestown, Cambridge, "Little Cambridge" (now Brighton), Brookline, Roxbury, and 'over the Neck' to [Boston] and when arrived was so fatigued by her day's journey, that she had to rest a day or two before she was able to make her calls.<sup>4</sup>

A second major improvement in local transportation was the Newburyport Turnpike, which stretched from Newburyport to South Malden, a distance of twenty-six miles. It was laid out as a toll road in 1804-05, a joint effort of the Middlesex and Essex County Commissioners. The spread of turnpikes was an American phenomenon that followed the Revolutionary War. American troops, forced to travel overland while the British controlled the coast, found the country's roads in abysmal condition or merely non-existent. After the war, charters were granted to private companies to improve existing roads or to lay out new ones. In exchange for keeping the roads in good condition, companies could collect tolls from travelers until they had regained their investment. Between 1792 and the 1850s, when most turnpike companies were facing bankruptcy, over 300 turnpikes were laid out in New England.

The eighty-foot wide Newburyport Turnpike was one of ten major transportation corridors in Massachusetts. Laid out as a new route, it bisected South Malden, creating the north-south spine that is now Broadway. Though at the starting point of the turnpike, South Malden

received only a short-term boost. Like most of the other toll roads, the Newburyport turnpike was a financial disaster, and by 1852 the entire route was free.

During the mid-nineteenth century, Broadway was the city's most prestigious address and, particularly north of Everett Square, a number of grand residences were built along its length. The estate of Alonzo Evans, Everett's first mayor and a founder and president of the Boston Five Cents Savings Bank, stood resplendent at the corner of Hancock Street, with an octagonal cupola on the roof, a columned porch which encircled two sides of the house and, in the rear, a large barn and enclosed gazebo. Across Broadway was the Italianate home of Hawes Atwood which still stands. Atwood built the house in 1856, some thirty years after he opened an oyster and clam bar in Boston which he supplied with seafood dredged from the tidal marshes in southern Everett. The restaurant, now known as the Union Oyster House, is still in operation and one of Boston's most venerable institutions. On the site of the High School stood the Second Empire house belonging to Robert Barnard, a founder of the Parlin Library, trustee of Woodlawn Cemetery, charter member of the Everett Savings Bank,



**Hawes Atwood House, 577 Broadway.** Built 1857. This was built for Atwood by Elisha Briggs Loring, an early Everett builder who also erected the South Malden Engine House on Second Street. The two-story portico and classical entrance were added ca. 1905. Atwood's house is now the oldest building on Broadway north of Everett Square.



**Alonzo Evans House, Broadway.** Built ca. 1844; photographed ca. 1890, demolished 1926. Evans was the first mayor of Everett.

and assessor for both Malden and Everett. His wife Caroline presented the city with a handsome clock which still hangs in the tower of the Congregational Church.

With its closer proximity to Boston, excellent soil, considerable timber, school and railroad, South Malden was clearly becoming independent of, and a rival to, the rest of Malden. The village also had plentiful water from the river and an attractive landscape offering fine panoramic views of Boston and the islands. In the early 1840s, when South Malden had grown to 105 families, a committee was formed to consider possible dividing lines between the two communities. The first petition to the General Court was presented in 1848. A



**Van Voorhis House, Beacham Street.** Built ca. 1845; photographed ca. 1890. Demolished. Prior to Everett's industrial growth of the late nineteenth century, Beacham Point was a quiet, scenic spot. The mansion house of the Van Voorhis family, operators of a nearby grist mill, was a stately, spacious residence, set on a slight bluff. Beyond the house was a large stable with cows and horses and an earlier farmhouse. The estate was described in 1897 as "picturesque, serene, and dignified."

spokesman for the petitioners zealously claimed that "the south part of Malden is like the garden of Eden, while the rest of town is a waste howling wilderness."

However, South Malden, with its excellent farmland, and productive crops, accounted for a disproportionately high share of Malden's tax base, and Malden, desperately wishing to retain its southern village, resorted to a variety of stratagems to forestall its separation. In 1850 it ceded Melrose to the north in an effort to preclude the withdrawal of South Malden. It took twenty-two years and numerous petitions before the split occurred. When the General Court finally approved incorporation for Everett on March 9, 1870, townspeople celebrated the successful conclusion of their protracted struggle with a hundred-gun salute and a rally at the Congregational Church in Everett Square.

The name originally chosen for the new town was Winthrop, after the first governor of Massachusetts. By the time Everett was incorporated, however, both Winthrop and Belmont, another choice, had been preempted by other communities. Edward Hale Everett, after whom the town was ultimately named, was a Boston native who served as governor of the Commonwealth and as Harvard's president during the 1830s and 1840s. A close friend of Daniel Webster, he succeeded Webster as Secretary of State during President Millard Fillmore's administration. Everett was particularly noted for his oratory; his speaking skills were used in defense of the preservation of Mount Vernon, the home of George Washington.

Everett's population at the time of its incorporation numbered 2152. Its economy was predominantly agricultural. Market gardening, a popular activity in the towns that ringed Boston, was carried out on approximately forty farms. Milk, fruit, greenhouse produce and vegetables could be transported readily by horse-drawn wagon to the Quincy Marketplace in Boston for sale. In the northeast section of the city, which now includes Glendale Park, Glenwood and Woodlawn Cemeteries, and Fuller and Shute Streets, the town retained woodland acreage which supplied timber for local building. Manufacturing had

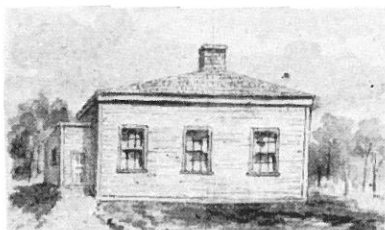


**2 Everett Avenue.** Built ca. 1846. Unique to the city is this small house constructed of granite block. Located at the eastern edge of South Malden, the house was erected by Joseph Spooner. Across the street was a stone quarry, which was probably the source of materials for the building. Everett Avenue, originally a continuation of Ferry Street, led to a ferry crossing over the Mystic River.



**Lynde House, Bow Street.** Built ca. 1770; photographed ca. 1900; demolished. The Lynde House was among the earliest houses of South Malden; Bow Street was the first street to be laid out. The house remained in the Lynde family for nearly 150 years.

Courtesy of the Society for the Preservation of New England Antiquities.



**South Malden Schoolhouse, corner of Broadway and Hancock Streets.** Built 1800; demolished 1854. South Malden's first schoolhouse was built at a cost of \$300. After outliving its usefulness on its original site, it was moved to Ferry Street. There it continued as a school until 1854 when it was replaced by the Glendale Schoolhouse (pictured below).



**Glendale Schoolhouse, 36-38 Shute Street.** Built 1854. This is the oldest civic building in Everett. It originally stood on Ferry Street, just east of Shute Street, and was called the South District Schoolhouse. It replaced the South Malden Schoolhouse pictured above. Its two rooms held mixed grades and eighty-six students. By the 1880s the school was too small for the growing population, and the building was moved to its present site on Shute Street and converted into two apartments.

not yet taken root in Everett on any substantial scale, although at least one company engaged in brickmaking could trace its origins to 1795. In the northwest section of town were firms engaged in silk and cotton printing, and silk dyeing. Minor industries included manufacture of tinware, twine, boots and shoes, and leather goods.

The years immediately preceding 1870 witnessed the subdivision of much of South Malden's farmland into house lots. Between 1845 and 1857 alone, twenty-five large parcels were surveyed and offered for sale as building lots. The early routes remained the primary arteries, with grid subdivisions on either side. The side streets between Bucknam and Main Streets west of Everett Square, including Locust, Baldwin and Winthrop Streets, were also laid out at this time.

A large section of Mount Washington was subdivided in 1856 and developed fifteen years later as a fashionable neighborhood. One of the first houses erected on the hill was Charles Woodberry's residence at 39 Fremont Avenue. The mansard-roofed building, perched on the edge of the hill, commanded a spectacular southern view toward Boston, the Mystic River and the harbor. Farther up the hill stood the Whidden and Hood family estates. The Whidden mansion, later given to the city for use as a hospital, was an imposing Italianate building. Andrew G. Whidden, a shipwright in East Boston, moved to Everett in 1873 and purchased a small farm on Mount Washington. Over the years he enlarged and renovated the house and outbuildings, cultivating and beautifying the grounds until, according to his daughter, the property became one of the beautiful spots in Everett. The nearby Hood estate was erected by Martin C. Hood, who owned a 'fancy goods store' in Boston. Though his house no longer stands, its granite gate posts which led into the drive can be seen on Fremont Avenue.

The eastern portion of Mount Washington today contains Everett's largest cluster of substantial post-Civil War era residences. The houses were fashionably designed and sited to take full advantage of the fine views of Boston. Though some of the spacious lots have been subdivided, the plant material remains denser than in most of the city, creating an environment more akin to the nineteenth century than the twentieth. Many of the early owners in the area held managerial,

teaching or sales jobs in Boston. Mount Washington offered them a convenient, yet countrified setting in which to live.

Much of Everett's development activity could be attributed to the arrival of the railroad.<sup>5</sup> 1854 saw the opening of both the Eastern Railroad and the Saugus Branch which followed the Revere Beach Parkway and paralleled Main Street connecting South Malden with Malden Center and Chelsea.

By 1858 a new street railway provided direct and easy access to Boston. One line traveled up Main Street to Malden; another ran up School Street, Broadway, and along Summer Street to the northeast part of South Malden. Before long, these lines offered service at thirty minute intervals during the day and hourly at night. Equally important to Everett's growth as the railroad and streetcars was the elimination of the tolls on the Malden, Warren and Charles River Bridges, as well as the Newburyport Turnpike in the 1850s, thereby removing a substantial impediment to public travel and the flow of commerce. Public appreciation of the abolition of these tolls was such that, on April 1, 1859 when the Malden Bridge was declared toll-free, parades were staged, artillery salutes were fired, and church bells rang throughout the community.

Everett stood at the brink of explosive development in 1870, when the long political struggle for its incorporation finally succeeded. Its buildings and streets had taken shape, as if in preparation for the changes ahead. In retrospect, the changes which occurred in the years just prior to 1870 can be seen for what they were: a prelude to the next fifty years of unsurpassed growth and prosperity.



**General Taylor Engine House, 537 Second Street.** Built 1860; photographed late 19th century. Master builder Elisha Loring erected this engine house for the village of South Malden to replace its first firehouse which had been built in 1847. This building first stood on Broadway, where the former police station is now located. In 1872 it was converted to a police station. In 1903 the building was moved to Second Street. Since then it has served as the headquarters for the Everett Veteran Fireman's Association.

*Opposite page: From Beers' County Atlas of Middlesex, 1875. This early map of Everett shows the beginning of explosive suburban growth. Dense development has occurred west of Everett Square, and the land to the north has been bought by developers, ready for street layout. The Nichols Farm east of Ferry Street is subdivided into house lots. A second major subdivision, between Second and Chelsea Streets, was never fully realized. The map predates Everett's industrial period. South of the Eastern Railroad, the land is largely salt marsh, though the Van Voorhis' grist mill is shown near the Island End River and the Edmester brickyard and adjacent ropewalk off Second Street.*

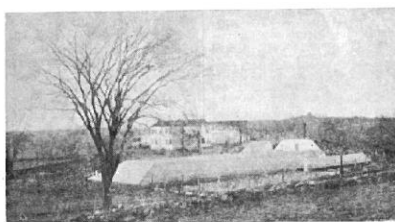
## The Emergence of the Suburb 1870-1920



**Linden Street.** Photographed ca. 1910.



**Sammett Farmhouse, 68 Newton Street.** This farm had a rich history of early Malden settlers. The land had been part of a seventeenth-century land grant that descended in the Greenland-Shute family. The farmhouse, shown in the upper view, was built by Henry Rich ca. 1810. Later owner George Sammett was a manufacturer of beds in Boston, but his second occupation was flower growing. An enormous greenhouse is depicted in the foreground of the lower view dated ca. 1890. The farm remained intact until 1920.

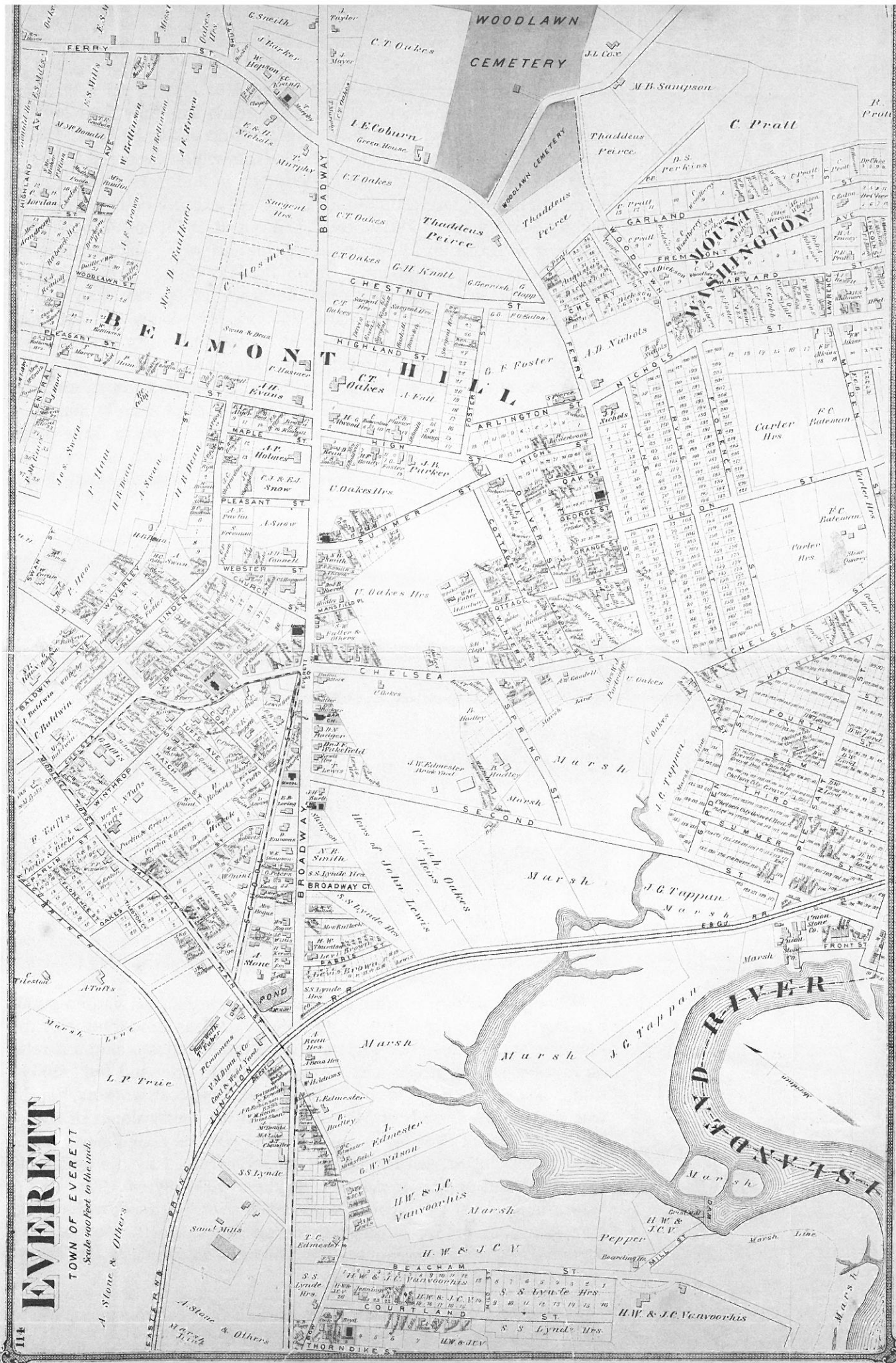


No city or town in Massachusetts grew more rapidly than Everett in the late nineteenth century. Its population doubled between 1870 and 1880, nearly tripled in the next decade, and then doubled again by 1900. The figures are awesome: between 1870 and 1900, the number of residents grew from 2,200 to 24,000! Other Boston suburbs enjoyed rapid growth during these same years, but the extraordinary nature of Everett's development is apparent in a comparison of Everett's growth with that of the other suburbs whose rate of expansion averaged 70%. Only Winthrop and Revere, with rates of 206% and 104%, barely approached Everett's growth rate of 219%.

The city's rapid development was attributable in large part to its proximity to Boston. Even the farthest reaches of the town were only four miles from Boston's downtown, and it was easy and inexpensive to commute from Everett to Boston by horse railway and streetcars. Despite its proximity to the urban center, however, Everett's topography, with its hills and harbor views, offered an attractive suburban environment for residential development. Yet, it was too close to Boston to be allowed the luxury of single-family, affluent houses set in parklike surroundings or in picturesque subdivisions. The land was too valuable to permit any waste. At the same time, the city encouraged growth by maintaining a low tax rate and by permitting construction unfettered by restrictions. Thus, the small lots and densely built streets removed much of the view and site potential enjoyed by earlier residents. Everett became a true streetcar suburb, whose residents were dependent on Boston for employment, but who resisted complete absorption by the city proper.

By 1920 most of Everett's land was built up. The only large area remaining open was the Sammett Farm situated between Ferry and Shute Streets. Originally part of a seventeenth century land grant, the farm was used primarily for flower growing in the early part of this century. At least one enormous greenhouse was located on the parcel. Though the land has been subdivided, the farmhouse still stands on Newton Street: a five-bay structure with a central door flanked with





# EVERETT

TOWN OF EVERETT  
Scale 100 feet to the inch

A. Stone & Others

sidelights and fluted pilasters, built circa 1810.

Elsewhere, the land between the early roads was fully developed during this period, with the bulk of growth occurring between 1880 and 1900. Parallel sidestreets lined with lots which averaged 3500-4500 square feet were laid out on land which had previously been agricultural. Few large subdivisions evolved, exceptions being the Nichols Farm west of Ferry Street (laid out in 1882) and a large area on either side of Elm Street encompassing Jefferson, Madison and Jackson Avenue (1892). Some of the notable mid-sized subdivisions included Hendersonville west of Main Street (1890), Thurman Park near the Shute Library (1893), and Villa, Pleasant View and Arlington Streets (1888). Each was developed by a local builder or consortium who erected the houses on speculation. Thurman Park, though also developed in a grid plan, differed in tone and market. Its substantial, two-family houses were designed to appear as single-family homes from the exterior. The hilly site afforded superb views in three directions. On the west side of Broadway, particularly south of Ferry Street, farmland was sold to several speculators, each of whom laid out a single street, parallel to the others.

**Clarence Gould House, 137 Vine Street.**  
*Built 1880; photographed 1898. Clarence Gould built this house on the former Nichols Farm. His house, with its angular corner turret and front porch with turned posts, is typical of Everett houses built in the 1880s. Standing in front of the fence are Gould's daughters, Harriet and Gertrude. Directly behind the house, the Jewish synagogue is visible.*

Courtesy of Donald Conley.



Although a departure from the pattern of curvilinear, garden suburban development popular in communities such as Brookline, Newton, Belmont and Melrose, Everett's grid layout allowed a maximum return on investment. Its streets were soon lined with one- and two-family frame houses, sited gable-end to the street. Low-cost workers' housing was concentrated south of Main Street, on the lower slopes of the highlands east of Broadway, and in a few pockets near Ferry Street. The largest cluster was Hendersonville, constructed by the extremely successful and prolific Henderson Brothers' building/real estate firm. Within a space of two years, they erected over 100 modest dwellings on a grid bounded by Alfred, Kelvin and Cross Streets. Most of the occupants of these new houses were laborers in the city's fast developing industries.



**Devens School, Church Street.** Built 1881; demolished. Considered a model school building for its time, the Devens School contained seven classrooms and two recitation rooms, each with a fireplace. The right section of the building was added in 1886 to hold the high school, prior to the construction of the Summer Street building.

West of Broadway, slightly more ambitious single- and two-family houses were built. The parallel streets running between Hancock, Bucknam and Main Streets were lined with comfortable two- and one-half story, sidehall frame houses, many with simple sawn porch and gable trim. Cleveland Avenue and Waverly, Dean and Swan Streets were each built up by different people, though the housing was similar. Many of the houses were the work of the Henderson brothers, Morris B. Hall or Alonzo Blanchard, local residents who worked almost exclusively in Everett.

The most substantial single-family residences were concentrated north of Everett Square, initially along Broadway, and later, as Broadway became busier and noisier, on Hancock, Hampshire, High and Chestnut Streets. Yet, even the largest houses lacked barns or garages, thus reflecting Everett's status as a streetcar community. One notable exception was the home of Charles Jennings at 38 Pleasant Street. Designed by John Spofford in 1893, it featured a large carriage house to the rear of the lot.



**Wilmot Evans House, Broadway.** Built ca. 1887; demolished. Wilmot Evans was the son of Alonzo, the city's first mayor. Evans built his house across the street from his father's stately residence, on the site of the Parlin Junior High School. Like his father, Evans became president of the Boston Five Cents Savings Bank and was a distinguished local citizen.



**Engine House, Broadway.** Built 1846; demolished ca. 1907. This firehouse, the predecessor of the Central Fire Station on the same site, was built in 1846 as a school. In 1890 it was converted into an engine house.



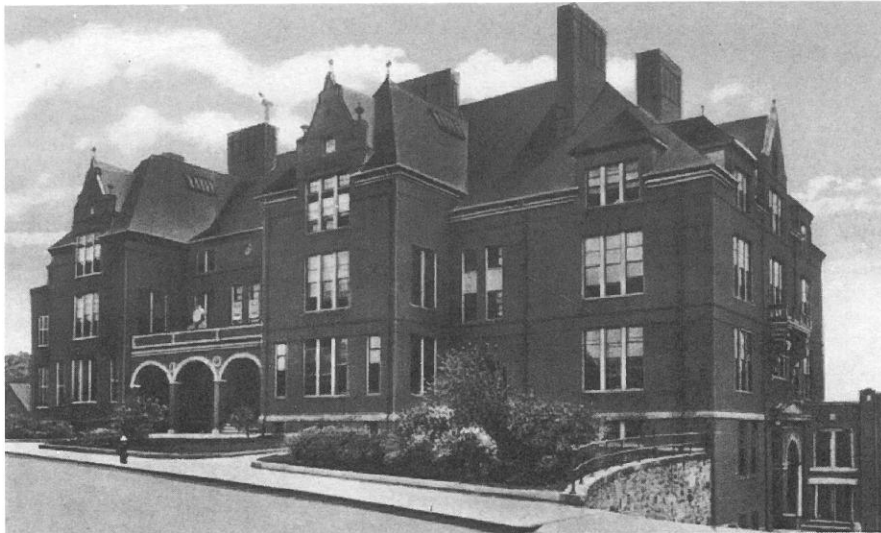
An unusual aspect of Everett's growth in the late nineteenth century was that immigration played so small a part. This was one of the periods of tremendous international immigration to the United States, and Boston was a major port of entry for new arrivals from Ireland, Italy, Scandinavia and other European countries. Yet, Everett's population remained largely native-born (72%) and Protestant (75%) at the turn of the century. Of the foreign-born in the city, most came from Ireland or Quebec, though England and Scotland accounted for a sizeable number. Everett was evidently perceived as a desirable town, which attracted newcomers from other Boston communities who were already relatively established economically, politically and culturally. Thus, until well into the twentieth century, Everett remained a homogeneous community. Its stability is still a key distinction; families raised in Everett tend to remain here for most of their lives.

**Glendale Square.** Photographed ca. 1908. The Glendale Building is at the left; to the right is an earlier block, which still stands. Note the three different modes of transportation: horse, streetcar and automobile.



Until circa 1885, most of the city's residents were merchants, farmers or manufacturing workers. Twenty years later, despite the tremendous increase in population, the 1910 census showed little change in the occupational profile. Most residents were engaged in commercial or industrial pursuits at the middle level; the most common occupations included carpenter, machinist, painter, salesman and worker in the shoe, iron or steel industries. Few residents were either professionals, unskilled laborers or servants.

Many local institutions and public improvements took root during this period of rapid growth. Twenty-three churches were established, including several Roman Catholic churches. At least eight school buildings were erected before 1900, of which four survive: the Lafayette School (1898), the former Everett High School on Summer Street (1892), the former Home School also on Summer Street (1888) and the former Glendale Schoolhouse (1854) at 36-38 Shute Street, presently the oldest civic structure in the city. Only thirty years after the handsome high school opened, it was replaced by an even larger facility on Broadway. Five additional schools were built between 1900 and 1915, including three in 1915 alone. The city erected three fire stations, all of which are still in use, remodeled the city hall, supported

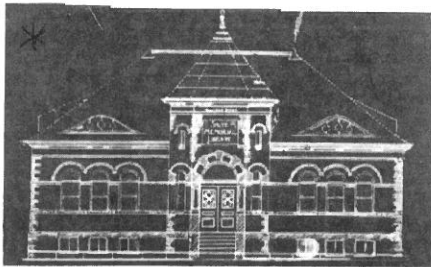


**Everett High School, Summer Street.** Built 1892-93; photographed ca. 1910. Everett's first high school building was designed by Loring and Phipps of Somerville. The impressive Queen Anne building was extensively ornamented with terracotta, scrolled brackets, stepped gables and a triple-arch entrance. In a glass tower there was a telescope, purchased by the students. By 1921 overcrowded conditions necessitated the construction of a new high school, and this building was used for vocational classes until the late 1970s. It was converted into elderly housing during the 1980s.

the construction of public libraries at either end of Broadway, and erected a brick armory on Chelsea Street.

Besides providing new buildings for its growing population, the city lit its main streets with gas by 1875 and installed gas pipes for residential use along all the major streets. In 1888 electricity replaced gas on most public streets; incandescent lights were installed on Broadway in 1928. Dozens of new streets were accepted by the city and gradually improved with paving and brick or concrete sidewalks. In 1885 street numbers were assigned to each house. The figures were of good size, nickel plated and cost twenty-five cents each. The following year, land for a public cemetery, Glenwood Cemetery, was purchased.

Though Everett Square remained the center of the community, two secondary commercial districts evolved as the population increased. Glendale Square, situated at the intersection of Broadway and Ferry Street, was a commercial crossroads by the late nineteenth century.



**Shute Library, Broadway.** *Architect's rendering, 1897.*

The Glendale Building, a major brick block, was constructed in 1898. With a facade which curved around the corner and a variety of window shapes, the new building effectively became the focal point of the Square. It was built by Green and Harrington, proprietors of the Glendale Coal Company, also located in the Square. Early tenants served the needs of the surrounding neighborhoods and included a plumber, grocer, hardware and drug stores. The upper two stories were divided into apartment units.

In 1891 residents of the Glendale section of the city received a \$10,000 bequest from William Shute to establish a public library. Due to disputes over the library's location and feelings expressed by residents in the southern section of the city that the Parlin Library, completed only that decade, was sufficient for the city, no action was taken on Shute's gift. After six years of threats by the city to return the gift and declarations by Glendale citizens to challenge such action,



**Sargent's Drugstore, Henderson Block.** *Photographed ca. 1914.*

the Shute library was constructed. Everett became one of only two communities in the state with two independently operating libraries. Finished in 1898, the Shute Library, though smaller, bears physical similarities to the Parlin Library, with a central tower, arched windows and a steep hip roof.

To accommodate religious needs in the growing Glendale section, a small chapel was erected on Ferry Street in 1882 for the combined worship of Protestants. After a few years the societies split up, and the chapel was used by the Methodists until destroyed by fire in 1923. The following year the Glendale United Methodist Church building was built on the same site. A handsome granite structure, it bears a close resemblance to English country chapels of the late medieval period. The Baptist community erected a simpler brick and wood Gothic church in 1892, which was also largely ruined by fire. Their church building presently standing on Broadway retains portions of the original building, substantially renovated in 1927. Farther north on Broadway stands St. Therese's Church. Begun in 1928 but not finished for many years due to the onset of the Depression, the brick Gothic building serves the Glendale area's Catholic population.





**Main Street.** Photographed 1907. This early view of Main Street shows the Henderson Block at the far left.

The second commercial district to emerge in the late nineteenth century stretched the length of Main Street toward Malden. As early as the 1650s, Main Street was the primary route from the Penny Ferry to Malden. By the eighteenth and early nineteenth centuries, close to a dozen large farms and farmhouses were strung along it. The earliest surviving house which fronted on Main Street is the Baldwin House at 5-7 Linden Street. Built circa 1834 by Charles and William Baldwin and considered the finest house in South Malden, the house had a gracious front lawn which extended from Baldwin to Forest Avenue. At the time of its construction, the Baldwin family ran a dyeing business on nearby Waters Avenue. William left the business in the 1850s to operate a fruit stand in Boston; he died a premature death from eating grapes. After Charles Baldwin's death circa 1890, the house was sold to Charles Bangs, manufacturer of drugstore interiors, who halved the lot and built a new house for himself on the front half facing Main Street. Bangs' house was the last elegant home to be located on Main Street. By then the streetcar and vehicular traffic had



**Baldwin House, 5-7 Linden Street.** Built ca. 1834.



**Henderson Block, 117-121 Main Street.** Built 1891. This photograph of the Henderson Block was taken shortly after its construction. Note the handsome dome and cupola which dominated the corner, the crenellated roof, and the arched entrances.



**285-291 Main Street.** Built ca. 1889. The earliest of five brick commercial blocks that were erected along Main Street between 1889 and 1895, this building was probably the work of the Henderson brothers. The panels of angled bricks, red tile roof and corner turrets were eye-catching features.



**285-291 Main Street.** Detail of turret.



**246 Main Street.** Built 1894. Detail of entrance.

begun to transform Main Street from a country road to a primary commercial artery lined with two- and three-family houses and storefronts.

Between 1889 and 1892 five three-story brick blocks were constructed along Main Street, each on a corner lot. At least two were the work of the Henderson brothers' firm, and it is probable they built the remaining three as well. All employed decorative brickwork, arched windows and sandstone trim for a rich wall texture. The block standing at the corner of Main and Beacon Street is the oldest. It features identical turrets at the corners and a red tile roof. The two stores on the ground floor were leased to Swedes from Everett's nearby Swedish community: Peter Rundstrom who ran a hairdressing business, and A. J. Sandberg, a fresco painter. During the 1920s a second type of commercial building was popular along Main Street and at major intersections throughout the city: a single-story, concrete structure containing between three and six small storefronts. Like the earlier brick blocks, these were situated on corners and were designed with an angled storefront which wrapped around the intersection. Colored bricks laid in geometric patterns were commonly used to enliven the wall along the secondary street. The block at the corner of Main and Clark Streets, built in 1924, typifies this type of commercial block, with its storefronts divided by paneled pilasters and roof parapet ornamented with wreaths, shields and urns of cast concrete. The First National Grocery Store was one of its first tenants.

The area south of Everett Square was transformed by the construction of the Revere Beach Parkway in 1900. The Parkway was one of a string of automobile roads planned and financed by the Metropolitan District Commission to provide scenic connecting routes between Boston and its residential suburbs. Other parkways built during this period included the Fellsway in Medford, Memorial Drive in Cambridge, and Commonwealth Avenue in Newton. Though originally lined with houses and occasional gas stations or restaurants, as automobile traffic became more prevalent, the parkways fell victim to strip development, losing much of their picturesque character in the process. The Revere Beach Parkway was no exception. It unwittingly served an additional function by severing Everett's industrial region from its residential areas, reiterating the already strong ties the industrial region had to Boston.

During this period of suburban growth a variety of fraternal and charitable organizations were founded in Everett. The Everett Town Improvement Association sponsored the planting of shade trees, organized literary and musical events and requested concrete sidewalks in the Square. The Everett Women's Suffrage League sought female representation on the school committee (achieved in 1889) and Parlin Library Board of Trustees. Several temperance and social clubs were formed, in addition to chapters of national fraternal groups, such as the Odd Fellows.

In 1896 Miss Georgia Whidden offered to the city her spacious sixteen-room mansion and landscaped grounds on the summit of Mount Washington for use as a hospital. The following year, the Whidden Memorial Hospital admitted its first patient. The Whidden mansion remained the primary building on the grounds until 1931



**Revere Beach Parkway.** Photographed ca. 1905.

when it was replaced with a larger, more modern facility. The hospital continued to grow, with strong support from the community, adding a wing in 1959 and a new building in the 1970s.

Everett's first newspaper began publishing in 1873. The *Everett Free Press*, a small tabloid measuring only 11x14 inches, supplied local news and historical tidbits to the community for twenty-two years. In 1885 the *Everett Herald* appeared and, within the next decade, three other weeklies were established: the *Everett News*, the *Everett Citizen* (both of which merged with the *Everett Free Press* in 1895) and the *Everett Republican*. The *Republican* and the *Herald* merged in 1913 and, five years later, claimed the largest circulation in the city. In the 1940s it merged with the *Tri-City Leader*, a paper with roots in Chelsea, and acquired its present name, the *Everett Leader-Herald*. Another merger occurred in 1953 when the *Leader-Herald* bought the daily *News Gazette*, an outgrowth of the *Everett News* founded in 1892.



**302 Main Street.** Built ca. 1892. Detail of window.



**Whidden House, Fremont Avenue.** Built 1870s; demolished 1931. This handsome Italianate house was the residence of the Whidden family for only twenty-three years before it became the Whidden Memorial Hospital.





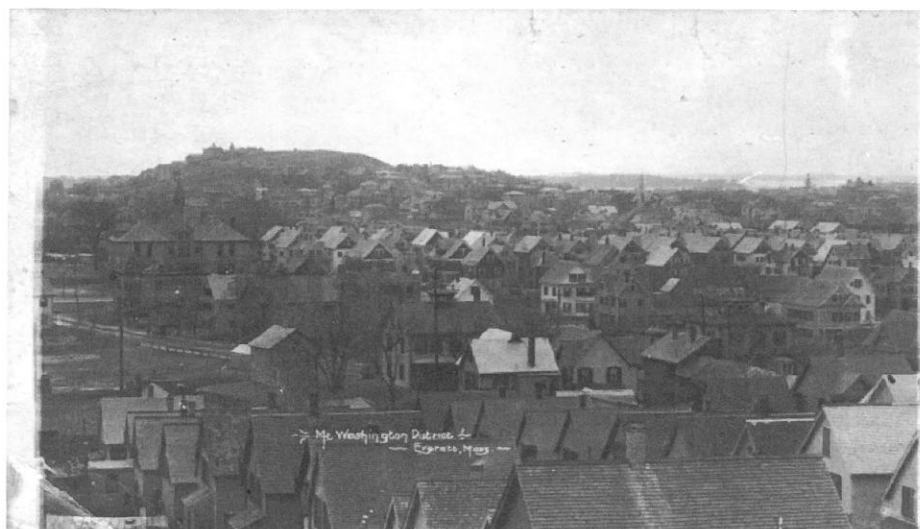
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# The Everett Landscape

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## The Natural Landscape

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**Mount Washington District.** Photographed ca. 1910. This view looking easterly shows the Mt. Washington Schoolhouse at center left, which was built in 1877 on Florence Street. The architect was George Wallis. The hill in the background is Powder Horn Hill in Chelsea.

Everett is small in territory (2325 acres), in length, 2-1/2 miles, and in breadth, 1-3/4 miles; and thick with houses in small lots . . . We reach Broadway . . . and here board an electric car, marked Woodlawn Cemetery via Chelsea and Ferry Street. This carries us through the centre of Everett, by Belmont Hill, passing the Fred E. Parlin Memorial or Public Library building (given to the city by Parlin, long a resident of Everett, as a memorial to his son), on the left side of the way, and through Everett Square to Chelsea Street, at the right. Thence the ride is an agreeable one, with views along Chelsea Street, at the right over the marshlands toward the Van Vorhees place, and an occasional outlook from the road up the hill beyond. Finally turning into Elm Street, well named from the line of fine trees at its entrance, we reach the beginning of the second section of our Everett walk—along the rural road past the easterly side of Woodlawn Cemetery . . . On the right and beyond, are shapely drumlins, from which are extensive views over marsh and coast scenery.<sup>6</sup>

**T**he City of Everett occupies 3.75 square miles of the Boston basin lowland on the north side of the Mystic River, which separates the city from Charlestown. To the west, the Malden River forms its border with Medford. Looking eastward, the Island End River runs along a portion of the line separating Everett from Chelsea. Only the northern border, with Malden, is not defined by water, though the southern edge of the Great Swamp, an extensive meadowland (now Holy Cross Cemetery) provided a natural barrier there.

The southern section of Everett lies barely above sea level. Until the late nineteenth century, when industries began locating here, it was a salt marsh, long a source of oysters for Boston restaurants. The land rises gradually, reaching 50 feet above tidewater in Everett

Opposite: Tappan Street. Photographed 1927.

Square, 133 feet on Belmont Hill, and 175 feet on Mount Washington, the highest point of land in the city. From Mount Washington, the other glacial drumlins, or smoothly rounded hills, in the chain can be seen: Powder Horn Hill in Chelsea and Orient Heights in East Boston. Mount Washington was once the site of Indian camps and native American artifacts have been found on its slopes. Between the two hills a narrow valley (Ferry Street) stretches northwest to Malden. To the east the valley rises to Corbett Hill, a modest elevation, from which summit the land slopes gently toward the Malden line. Clay deposits in low-lying areas provided the raw material for brickmaking, a locally important activity, and quarries on either side of the Chelsea/Malden Street intersection were mined for stone building.

Contrasting with the low land of much of the city, Everett's hills offer distinctive views of Boston and Chelsea. These views, combined with the city's excellent soil, sandy loam and gravel substratum,

**Glendale Square District.** Photographed ca. 1908. This westerly view shows the Coburn family greenhouses which stood on the north side of Ferry Street, just east of Glendale Square. Glendale Square appears in the right center of the view. Behind it is the Edward Everett Hale School, built in 1903.

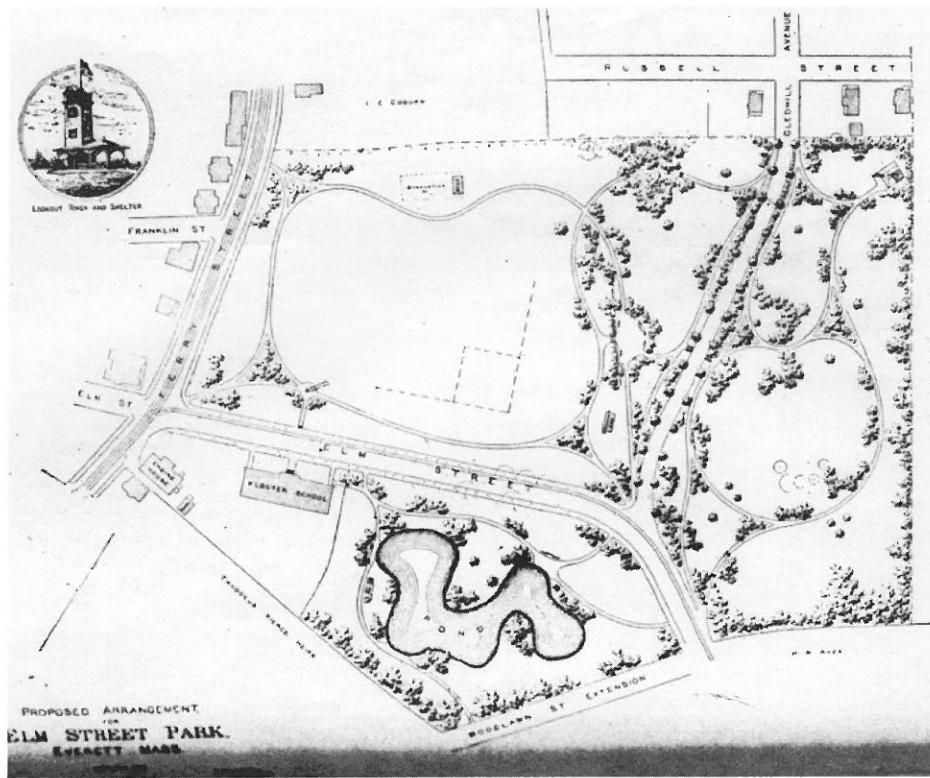


encouraged the city's suburban development.

Though bounded by rivers, Everett lacks fresh water streams. Nevertheless, at least four natural springs operated commercially in the late nineteenth and early twentieth centuries. Located at the junction of Ferry and Chelsea Streets, the Everett Crystal Spring Water Company began its operations in April of 1882 from a newly built steam plant. Across the street the company built a stable to house its horses and delivery carts. By the end of its first season, the company had over 3,000 customers in the vicinity.

The following year, the Belmont Hill Spring Water Company was established at the corner of Hancock and Bradford Streets. Both companies advertised the superior quality of their water, as analyzed by experts. Spring water was also furnished by Partridge's Spring, the Glendale Springs, and the Meadowside Spring Water Company which, in addition to offering water, soda and tonics, ran a florist business from greenhouses on their Fuller Street land. By 1916, all of the springs were closed, having succumbed to the pressure of development.





**Plan for Glendale Park, 1899.**  
Christopher Harrison's original plan for Glendale Park shows a large pond, major plantings on the east side, a ball field and gymnastics area, and a stone lookout tower with adjacent pavilion for picnics. Note the projected extensions for Gledhill Avenue and Woodlawn Street.

## The Man-made Landscape

### Parks & Playgrounds

In 1893, it was written that "the history of parks in Everett is much like the history of snakes in Ireland. There are no parks in Everett."<sup>7</sup> The only open spaces in the city were the two cemeteries and land not yet developed. The following decade, however, witnessed a flurry of activity in this area. In 1895, the City Council appropriated \$10,000 to establish a quarter-acre triangular park at the junction of Broadway and Bow Street. An iron drinking fountain with "drinking places for man, horse and dog" was donated by the Cochrane Chemical Company (the precursor of Monsanto Chemical Company), and the spot was renamed Park Square. The same year, the city set out a similar park at the corner of Bucknam and Bradford Streets.

Recognizing that its rapid growth was swallowing up available land, the city established a Park Commission in 1892. One of its first acts was to purchase from the Woodlawn Cemetery Corporation a twenty-acre tract extending on either side of Elm Street, which had previously been part of Corbett Farm. The tract eventually became Glendale Park, but nothing was done with it for several years. In 1898, \$500 was appropriated for a topographical survey and arboreal plan for the park. That plan, which was prepared by Christopher Harrison, the city engineer, incorporated the contemporary fashion of isolating active recreational areas from passive ones, which were characterized by paths and woodland. On the south side of Elm Street, space was set aside for an irregularly-shaped pond. According to Harrison's plan, the west end of the park was to be occupied by a recreation field and gymnastics center. To the northeast, the hill was to be developed magnificently with trees, bushes, walkways and, at the center, a stone lookout tower and shelter. Despite Harrison's vision, the city remained



**Everett Wading Pool, Glendale Park.**  
Photographed ca. 1908.

reluctant for several years to commit itself to the expense required to implement his scheme. Until 1902, the south side of Elm Street remained in pastureland and, on the west side, only some modest trees were planted along Elm Street. At that point, the city set aside a playground and sandlot within the park and undertook some planting. But Harrison's ambition was never truly realized; the pond, lookout tower, winding path and Gledhill Avenue extension through the park remained on paper.



**Glendale Park.** Photographed ca. 1908. Beyond the ball game, the old Webster School, now the site of the Police Station, and the Ferry Street Engine House can be seen on the left. The hill is the east slope of Belmont Hill.

Over the next few years, as Everett's expanding populace placed increasing pressure on the limited park space for recreational programs, the city diverted its funding from landscaping and beautification to playground improvements. Yet the available resources were scarce. Thus, even after the city adopted a "Playground Act" in 1908 and set aside several playgrounds shortly thereafter, by 1912 the mayor's report contained no mention of parks and, although it made reference to playgrounds, the city's annual budget for parks and playgrounds amounted to a mere \$4,000. By contrast, Medford spent \$40,000 for its parks and playgrounds the same year. Of Everett's 2300 acres, only 34, or 1.5%, were left as public open space.

Wehner Park, situated at the fork of Broadway and Lynn Street, was set aside in 1919 in commemoration of Joseph Fritz Wehner. Wehner, an Everett native, and 1914 graduate of the high school, won national acclaim during the First World War for his daring flights as a lieutenant in American Expeditionary Forces in France. Wehner was working his way through Europe when the war broke out. Reporting to the American embassy, he was assigned to work with stranded Americans. By 1917 he was in training with the Aviation Corps in Texas. He died a war hero's death the following year, protecting his flying partner while fighting eight German airplanes. He brought down two before being gunned down himself near Verdun, France. For his valiant efforts, he was awarded the Distinguished Service

Cross and coveted medals from the Aero Club of America.

The triangular park, which is slightly less than an acre in size, celebrated some of the same landscape design ideas which never reached fruition in Glendale Park. Curved, paved walks cross the park. There are raised, circular flower beds and lawns covering the area. Trees and granite curbing line the perimeter. Wehner Park, second in size only to Glendale Park, continues to provide important and attractive open space in the northern part of the city.

In the face of the city's limited park resources, proponents of civic improvement sought to inspire efforts at planting and landscaping around public buildings and private residences. A newspaper article in 1897, for example, proclaimed that

It seems singular that so little thought is given by property owners in this city to the improvement of their property by the planting of trees and the cultivation of grass plots and shrubbery around the houses . . . The most desirable streets in town for residential purposes are those where fine rows of trees are growing, and the City of Everett, with its natural advantages of landscape, might in a few years be made one of the most attractive suburbs of Boston.

For reasons which probably relate more to economics and demography than to aesthetic choice, the response to such exhortations proved modest in scope. The trustees of the Parlin Library, however, responded to the need for green space by establishing a generous raised lawn in front of and behind the new library building. The noted Boston firm of Olmsted, Olmsted and Eliot, founded by America's pre-eminent landscape architect, Frederick Law Olmsted, was hired to lay out the library walkways and curbing. Among Olmsted's other projects were Central Park in New York and the Boston Park system.



**577 Broadway.** Victorian landscaping details are now rare in Everett. Though many of the finer residences were once surrounded by cast iron fences such as this one, few of the fences remain today. The detailing on the end post of this example is particularly distinctive.



## Cemeteries



**Gatehouse and Lodge, Woodlawn Cemetery, 1850.** *The original entrance to the cemetery was through this gatehouse, designed by Hammatt Billings. The Gothic buildings were replaced in the late nineteenth century with the existing office and stone gateposts.*

No account of Everett's natural environment or of the efforts made in planning for open space within the city would be complete without reference to its two fine cemeteries.

Woodlawn Cemetery, the earlier of the two, is an immaculately maintained, picturesque property in the northeast corner of the city. It was laid out in 1850 in the fashionable tradition of rural cemeteries of which Mount Auburn in Cambridge, founded 19 years earlier, was the first. Rural cemetery design focused on integrating burial spots within a park-like landscaping scheme which respected the natural terrain. Paths and roadways were planned so as to wind around hills, ponds and other natural features. Ornamental, often monumental, memorials took the place of more traditional and austere markers. A contemporary account of Woodlawn Cemetery described one of its avenues as "a lovely drive, bordered by oaks, elms, and maples, with rare shrubs and flowering plants, intermingled with evergreens and annuals." Nearby was a monument "erected by Franklin Engine Company No. 7 of Charlestown. It is a white marble tablet, about nine feet high, surmounted by a fireman's cap, with company initials, and with hose, conducting pipe, etc."<sup>8</sup> Throughout the grounds are fine examples of Victorian cemetery art: angels, urns, open bibles and curtain shrouds. Among the notable people buried here are Chelsea's first mayor and the nation's first black nurse.



**Netherwood Pond, Woodlawn Cemetery, 1850.** *"This, though wholly artificial, is the gem of the grounds. Overarched by tall oaks, walnuts, elms and maples . . . its five sparkling fountains, playing in the sunlight . . . give to the scene a magical effect." A description of Netherwood Pond written in 1856.*

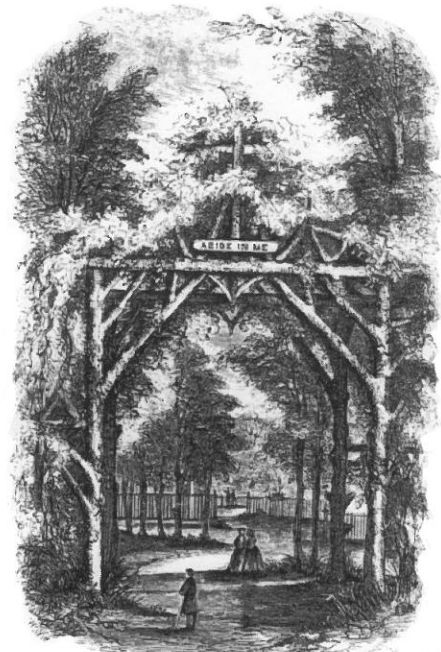
At the time Woodlawn Cemetery was incorporated, it was the largest such cemetery north of Boston. Its original one hundred acres were later enlarged to include seventy-eight acres from the Corbett Farm. Woodlawn's setting was peaceful and removed. Approaching from Woodlawn Avenue, one entered through a Gothic gatehouse which stood forty-two feet high and was topped by a belfry. Beyond the gatehouse was a Gothic lodge built of stone. Its designer, Ham-

matt Billings, was from Boston. His versatility provoked comments likening him to Michelangelo. Besides designing buildings, Billings practiced landscape architecture, sculpted, painted, illustrated books (including *Uncle Tom's Cabin* and *Little Women*) and built furniture. It is entirely plausible that his role at Woodlawn Cemetery went beyond the lodge design to include planning the cemetery's paths and plantings.

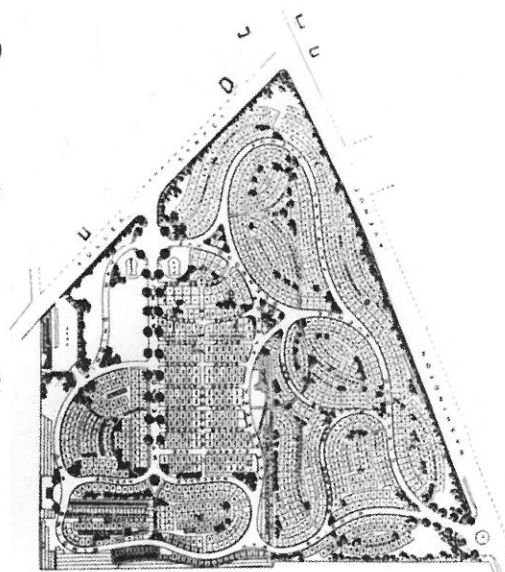
Despite its being located in Everett, Woodlawn was never a local institution. Its lots and accompanying steep prices were directed toward the metropolitan Boston community at large, and only a handful of its early interments were local residents. Strained relations between the cemetery corporation and the city led to a long and bitter controversy over whether the cemetery's land should be taxed and, as a compromise, the corporation sold twenty-two of its acres for Glendale Park. Thereafter, although its early curvilinear roads remained intact, much of the cemetery's original landscaping was lost as ponds and groves were developed for plots. With a current interment rate of one hundred burials a month, demand for space is at a premium. The cemetery's elegance, however, is still plainly visible in such structures as the main office (designed by Everett architect John C. Spofford in 1897) and its recent addition, the stone neo-Gothic Chapel (designed by the Boston firm Loring and Phipps in 1911), a stone mausoleum (completed in 1983 to plans of Everett architect Richard Salemi), and the granite curbing and ornamental iron signposts used throughout the grounds.

Desiring a public burial ground which would be more affordable than Woodlawn, the city seriously investigated setting aside land for a second cemetery in 1889. The following year, a twelve-acre field was purchased from Wellington Towle, and James E. Stone was paid \$390 for "surveying, engineering and staking out lots and avenues." Seven main avenues, mostly twenty feet in width, and many ten-foot cross avenues were laid out, and the first Glenwood burial was made the same year. In 1894, the city bought an additional tract of land for the cemetery, allowing the construction of an entrance from Washington Avenue. The character of Glenwood Cemetery, in sharp contrast to that of Woodlawn, was that of a community-based, public facility. The city allowed only residents of Everett to buy lots and be buried in Glenwood, and it prohibited the enclosure of plots.

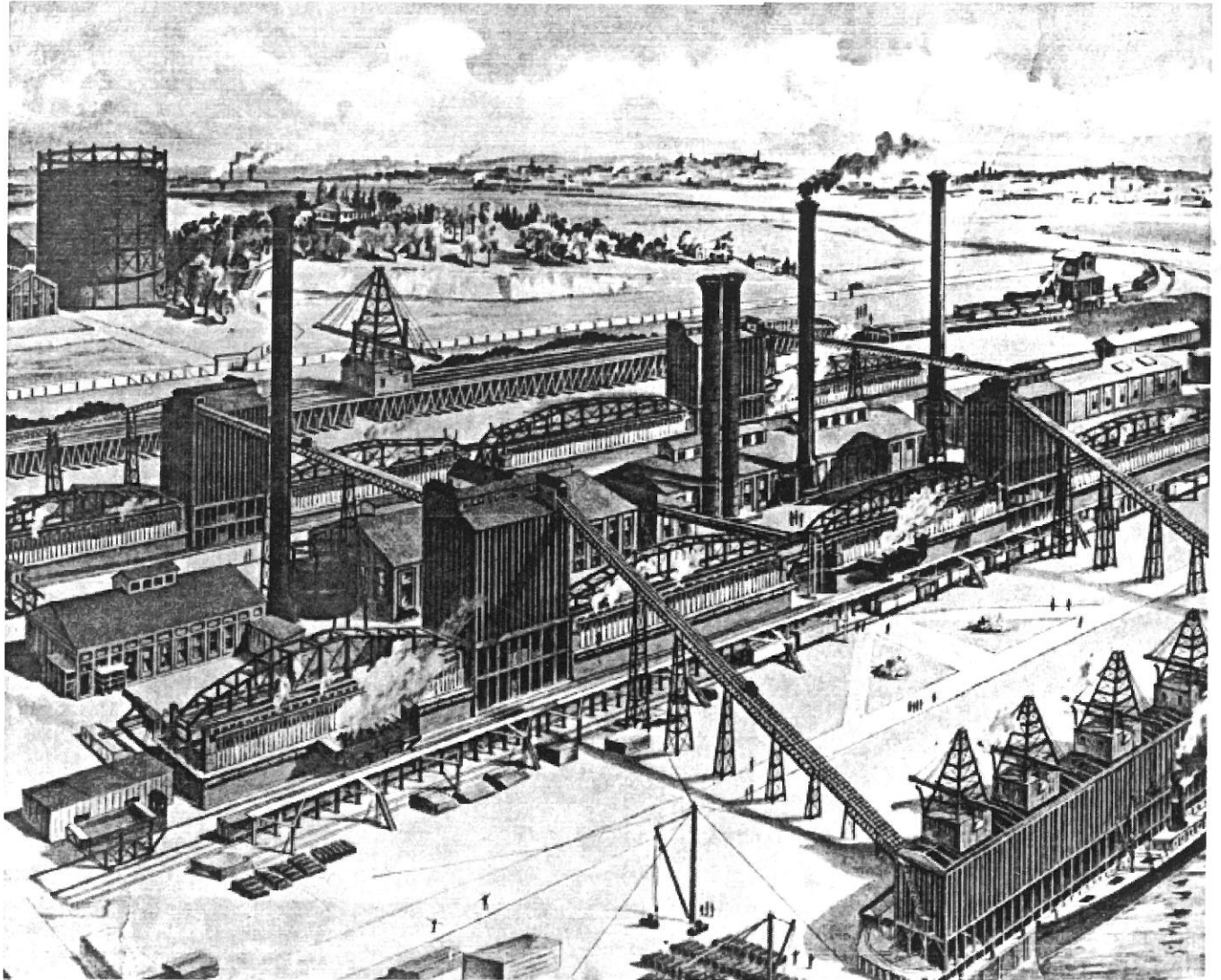
Two of the plans prepared by city engineer Christopher Harrison in 1899 show contrasting approaches to the cemetery's layout. The first was a grid plan, enclosed by an undulating drive. The second reflected the gracious curvilinear design of the rural style. The first plan was the one accepted, as the cemetery today is clearly designed according to a grid, with several main drives and numerous grassy paths between lots. Most of the gravestones are modest rectangular markers laid in straight rows. Some examples of the more pretentious sculptural stones which were fashionable at the turn of the nineteenth century are scattered throughout the grounds. Among the cemetery's remaining noteworthy structures are an octagonal pavilion near the original frame office and the receiving tomb designed by local architect George Wallis. Under two mature copper beeches is an area set aside for children where a number of the small markers are topped with a lamb, a common symbol of childhood eternal slumber.



**Rustic Arch, Woodlawn Cemetery, 1850.** *"The erection of this rude trellis was almost a matter of necessity, to accommodate and protect the wild grapevines which clustered over the trees through which the avenue passes . . . It is constructed from rough savins, and is about twenty feet wide and twenty-five feet high . . . At the proper season, the perfume of the vine fills the place."*



**Plan of Glenwood Cemetery, 1899.** *This plan reflects Christopher Harrison's initial scheme for Glenwood Cemetery, with winding avenues and a grand entrance off Fuller Street.*



**New England Gas and Coke Company Plant.** Built 1898. This was the original plant established by the New England Gas and Coke Company in 1898 in southern Everett.



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# Industrial Development

Until the Civil War Everett's economy was based on farming, brickmaking and small-scale manufacturing. At the end of Beacham Street, a tributary of the tidal Island End River was dammed to power a grist mill operated by the Van Voorhis family whose stately mansion stood nearby. Grist mills were the backbone of colonial America. Homegrown corn, wheat and other grain were taken to the local grist mill for grinding between oversized stone wheels. The flour was then ready for bread making and other uses. Throughout New England, grist mills sprang up alongside streams which powered the water wheel, and even the tiniest villages seldom lacked such a mill.

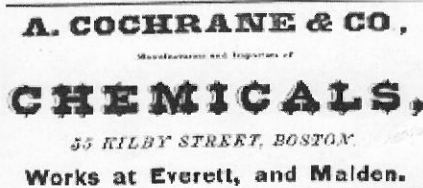
On the site of the Everett Stadium was a ropewalk, a long, low shed that allowed the ropemaker W. H. Faber to walk the length of the building, twisting the rope as he moved. Behind the post office on Second Street was the Edmester family's brick yard which opened in 1813. A stone quarry was located at the corner of Chelsea and Malden Streets. Some fifty farms were scattered around the north and eastern reaches of the community.

The southwest section of Everett was once 500 acres of tidal salt marsh. The land was wasteland, unsuitable for building, but popular for oyster gatherers. As Boston's status as the regional center for coal and petroleum products grew, however, the tidal marshes proved perfect for spillover industrial growth, particularly for storage of oil and petro-chemicals. They were directly across the Mystic River from Boston and adjacent to a primary railroad line. In 1882 the river was dredged to allow deep-water ships to transport bulk raw materials from the coast directly to the marsh area. With the encouragement of local citizens, major industrial development soon followed. By 1920 industry had become the main tax base of Everett. Ranking second in Middlesex County after Cambridge for wages paid and capital invested, Everett was nicknamed the "Iron City of New England."

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## Chemicals

The arrival of New England Chemical Company in 1868, Monsanto's precursor, signaled the beginning of a long history of the chemical industry in Everett and major industrial development on the southern tidal marshes. The chemicals used in New England were initially imported from England. After the War of 1812 and subsequent trade embargoes with England, halting advances in the manufacture of chemicals were made in the United States, but growth was slow; the machinery was expensive and skilled chemists were in short supply. New England's earliest chemical works were founded to manufacture sulphuric acid (then called "oil of vitriol"), which was used in the textile industry to bleach and dye cloth. In 1849 a Scottish chemist, Alexander Cochrane, arrived in Massachusetts to supervise the construction of one of the nation's first chemical works for C. P. Talbot and Company in North Billerica. Nine years later Cochrane



moved to neighboring Malden and began his own business, the Cochrane Chemical Company, which manufactured hydrochloric and nitric acids and, later, dyestuffs.

In 1868 Everett's first chemical works, the New England Chemical Company, was founded. It, too, manufactured sulphuric acid. It was bought out four years later by Cochrane's company which expanded the business and, within three years, became Everett's leading industry. In 1892, the Cochrane Company, then run by the founder's sons, moved their entire operation to Everett, to a site west of Broadway near the Boston & Maine Railroad tracks. The company continued to grow until, in 1917, it was the largest of its kind in New England. That same year, Cochrane sold out to the Merrimack Chemical Company of Woburn, itself established in the mid-nineteenth century to produce sulphuric acid for the textile industry. Monsanto Chemical Works bought out this operation in 1929.

The Monsanto Company had been founded in 1901 in St. Louis to manufacture saccharin. With its acquisition of the Everett plant, it consolidated all its regional facilities there on the 150-acre site and moved its executive offices out of Boston. Everett remained the company's divisional headquarters for twenty-five years until the company was reorganized. By 1960 the Everett facility included 33 buildings and employed 900 people. Sulphuric acid remained the company's primary product, although other chemical, plastic and petroleum products were also manufactured. Besides the distinction of being Everett's first corporation, Monsanto remained one of the city's largest industries until the late 1980s.

The success of Cochrane with chemicals was mirrored in three other major industries which developed in Everett: paint and varnishes; iron and steel; and gas, oil and coke.

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## Paint and Varnish

As in the case of chemicals, varnish factories moved from Malden to South Everett to obtain easier access to the river and the railroad. Kyanize Paints, Inc., Everett's first such industry, was begun by White & Wiley, two clerks from the Wadsworth-Howland Varnish Company in Malden. They erected a factory in 1881 on a small triangular piece of land bounded by the B & M Railroad, Boston and Second Streets in East Everett. Nine years later the firm changed its name to the Richardson Varnish Company when Benjamin Richardson became a partner. At Richardson's death in January 1899, the business was acquired by the Boston Varnish Company. That same year a fire destroyed the original plant; it was rebuilt on the same site, and the oldest section of the existing complex dates from that period. The tall double chimney contained ovens used for cooking varnish gums. The company later expanded to the opposite side of Second Street and began manufacturing house paint, adopting the name Kyanize Paints Inc. By 1947, with 200 employees, it was one of the largest and best-known independent makers of paints and varnishes in the country.

The second paint and varnish company to locate in Everett was the Carpenter-Morton Company. The business was started by Ebenezer Pratt in Boston in 1840, making it one of the oldest varnish firms. It moved to Everett in 1909 where it built a two- and three-story brick structure behind the Boston Varnish buildings. Both companies at that

time were owned by James Lord. Boston Varnish, the larger of the two businesses occasionally pumped varnish to Carpenter-Morton "over the fence." Carpenter-Morton had introduced varnish stains to the market in 1885, permitting staining and varnishing in one operation. In 1923 the company built New England's first stackless varnish plant, one of only three in the country. The company remained in business through the 1960s, producing enamels, varnishes and paints under the 'Carmote' label.

A third paint and varnish firm was the New England Oil, Paint and Varnish Company founded circa 1913 on Valley Street at the foot of Baldwin Street. The company was soon purchased by the Delaware chemical giant, E. I. duPont, which continued manufacturing operations here until recently.

The Sexton Can Company grew on the prosperity of the paint and varnish industry. Its origins were traceable to a firm begun in the 1890s by Isaac Sexton. Sexton patented 'pump cans,' metal cans supplied with hand pumps to dispense kerosene, machine oil or other fluids. Late in that same decade, Sexton sold his firm to the American Can Company. In 1902, his sons founded the Sexton Can Company on Cross Street in Hendersonville. The firm produced cans for paints and varnishes, as well as for shoe finishes and other volatile liquids. The company grew steadily and built a new plant on Cross Street in 1912 in addition to plants in the Midwest and South. At the time the company moved to the South in the 1980s, it was best-known for its deep-drawn cans for the electronics industry.



**Sexton Can Company Factory, Cross Street.** Built 1912; demolished ca. 1990.

## Iron and Steel



**Assembling bolt cutters, H.K. Porter Factory, Ashland Street.** Photographed early 1900s.  
Courtesy of H.K. Porter, Inc.

By 1920, at least six major and numerous minor iron industries had located in Everett. The earliest was the Waters Governors Works, makers of steam engine governors (devices for controlling the speed and intake of fuel). During the 1880s and 1890s, the firm produced 4,000 governors annually in a factory on Waters Street. In an adjacent





**H.K. Porter Factory, Ashland Street.**  
*Photographed early 1900s. Built in 1900, the building was expanded in the 1930s by the addition of a third floor and gable roof. It is one of Everett's oldest industrial structures.*  
 Courtesy of H.K. Porter, Inc.

building, the foundry of O. J. Faxon made castings for the governors and for piano plates. The Norton Iron Company, founded in 1892, became the New England Structural Company, the largest supplier of structural steel for buildings and bridges in New England.

In a factory still standing on Ashland Street, Henry K. Porter manufactured an adjustable bolt cutter of his own invention. Porter's business had begun shortly after the Civil War in Boston, where he made carriage hardware. At that time, bolt cutters were merely over-sized nippers, but the increasing use of tempered steel in industry required a heavy-duty cutter. In 1880, Porter invented a cutter capable of delivering several tons of pressure at the cutting edge. By 1930 his company employed fifty mechanics, and his line of cutters was considered the best in the country. The company left Everett in 1946 for a larger site in Somerville. Until its sale to Cooper Industries in 1986, it ranked as the largest domestic producer of bolt cutters.

The construction of the Mystic Iron Works had a tremendous impact on the iron and steel industry. Erected between 1924 and 1926 on sixty-five acres along the Mystic River, the furnace was the largest east of Pittsburgh. Built by the Massachusetts Gas Companies, which had already erected gas, coke and coal plants locally, it was hailed as the savior of the long-defunct iron production industry in New England. Ore was shipped by water from Sweden, Algiers and Newfoundland to the furnace to produce up to 150,000 tons of pig iron annually. The ore was stored on former marshland filled in to a depth of twenty-six feet. A 225 foot chimney received the burned gases from the furnace. The construction of the furnace was of such significance that a special wire was connected with the White House which enabled President Coolidge to light the furnace's fire at its official opening on September 27, 1926.



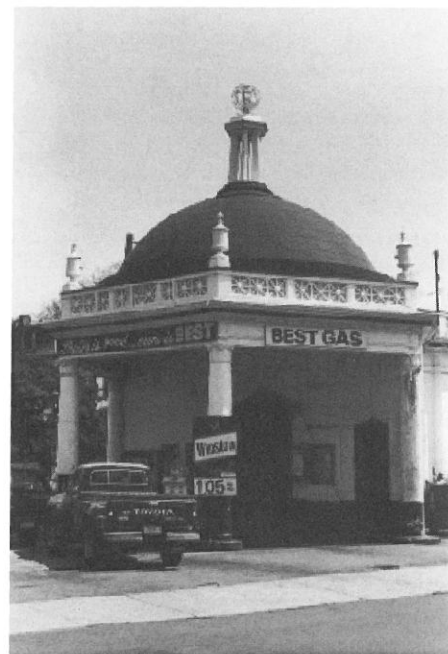
**The "modern" office of H.K. Porter Company.** *Photographed early 1900s.*  
 Courtesy of H.K. Porter, Inc.

## Gas, Oil and Coke

Once the largest producer of coke in New England, Everett was the home base for several large companies for nearly a century. The first plant was established in 1898 by the New England Gas and Coke Company to manufacture coke and three by-products: gas, tar and aluminum sulphate. That plant was acquired four years later by the Massachusetts Gas Companies and, subsequently, by New England Fuel and Transportation Company, one of the largest coal discharging plants in the East. In 1929 the plant was absorbed into the newly incorporated Eastern Gas and Fuel Associates, now the parent company of three major energy-related businesses, including the Boston Gas Company. During the 1920s, coke was marketed aggressively for home heating as an alternative to oil or gas. By the 1950s, however, oil and gas, through pipelines from the Southwest and imports from the Mideast, edged coke out of the market, and the Everett coke plant was shut down.

New England's only petroleum refinery was constructed by the Beacon Oil Company on Beacham Street in 1919-21. Its location in New England, far from the raw materials, was a gamble taken on the theory that locating in the midst of a major distribution center would be profitable. The Everett site was chosen for its proximity to the Massachusetts Gas Companies and New England Fuel and Transportation Company plants, as well as its access to excellent deep water shipping. In 1923 the company merged with the Colonial filling station chain, becoming Colonial Beacon Oil, with a network of filling stations throughout New England and upstate New York. They were designed in the Classical Revival style, with domed roofs and columned fronts, in an effort, during the early days of automobile travel, to enhance gasoline sales by blending the station into the landscape. Employees entered special training programs to ensure courteous, satisfactory service to customers. Three of their distinctive stations still stand, in Woburn, Malden and Stoneham although only the Woburn one still functions as a station.

Colonial Beacon Oil was also known for its motor oil, tires, and for having introduced "winter," or ethyl gasoline to New England. In 1929 the Standard Oil Company of New Jersey bought a major interest in Colonial Beacon; the company in succeeding decades became the largest marketer of petroleum products in New England. Its lines expanded to include heating oil, kerosene, diesel fuel, and asphalt; it is said that a large proportion of the street and highway surfaces laid throughout New England were produced in Everett. The refinery was converted into a distribution terminal in the 1960s. The company reorganized several times, first as Esso Standard Oil Company, later Humble Oil and Refining Company and, most recently, Exxon Corporation.

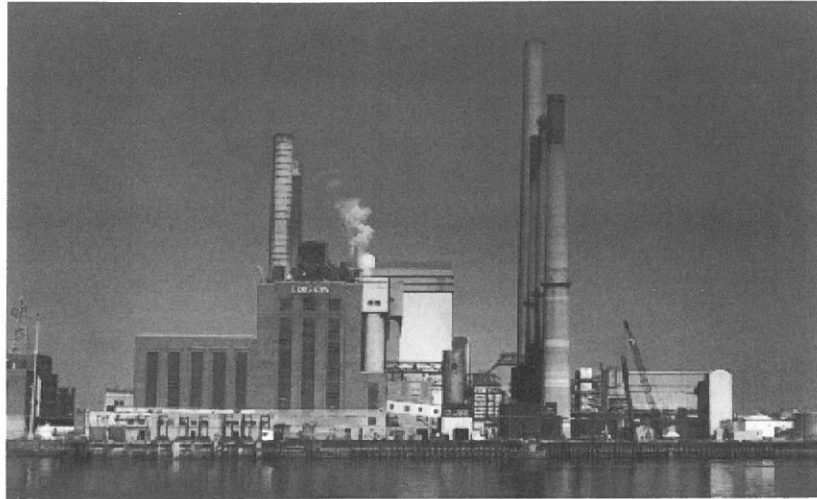


**Colonial Beacon Oil Filling Station, Main Street, Woburn.** Built ca. 1928. The Beacon Oil Company of Everett, later Colonial Beacon Oil, built these distinctive, classically-inspired filling stations throughout New England and upstate New York.

## Miscellaneous Industries

**Boston Edison's Mystic Station. Built 1941-44.**

Courtesy of Boston Edison Co.



Everett was also home to hundreds of smaller industrial enterprises in the late nineteenth and early twentieth centuries. Much of the post-1910 activity was due to the efforts of the Board of Trade Associates, formed that year by a group of Everett businessmen who wooed established industries to relocate in Everett on land it owned. In 1915, the Everett Factories Corporation was organized for much the same purpose.

Shoe manufacturing was represented by the Moore Shank Company, which made steel shoe shanks in a factory on Paris Street. The adjacent Eagle Shoe Manufacturing Company made men's and boys' shoes in a wooden building said to have been a textile mill moved from Hopkinton. Shoe boxes were made by Stone & Forsythe.

One of the first businesses attracted by the Board of Trade was the Market Forge Company. Founded in the market district of Boston by Louis I. Beckwith, who had come from Lithuania in 1897, the company made racks for provisions and meat as well as meat and sausage trucks. After a short period in Chelsea, the firm moved to Garvey Street in Everett and expanded its product line to include luggage carriers for automobiles in the 1910s, hospital equipment in the 1920s, and commercial cooking equipment in the 1930s. It acquired the Morandi-Proctor Company and grew to become the country's largest manufacturer of steam cookers. Since World War II the company has pioneered in the development of standardized hospital work stations and the first automatic ice machines.

Another firm to move out from Boston in this period was the J. W. Moore Machine Company. The firm had built one of the nation's first elevators, installed in a Fifth Avenue Hotel in New York City and capable of attaining a speed of 60 feet a minute going up, and "a mite faster coming down." The company moved to Everett in 1918 when it acquired a brick factory on Spring Street. It specialized in designing and producing custom machines for other companies, including paper manufacturing machines for the Dennison Manufacturing Company, rope-making machines for Plymouth Cordage Company, large duplex milling machines for the Boston & Albany Railroad, and equipment for developing color motion picture film for Technicolor, Inc.



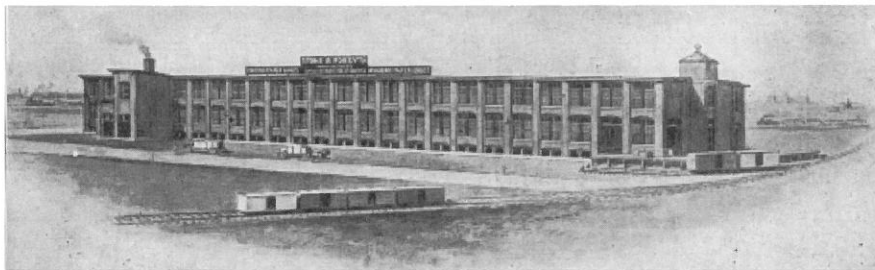
In 1888 Charles H. Bangs began manufacturing drug store interiors on a site near Main Street. His business eventually became the largest of its type in the world. Bangs' success was attributed to his ability to produce the interiors in sections, facilitating shipping and allowing adaptability to a large variety of interior spaces. Employing nearly ninety people, including designers, carvers, showcase makers, silver platers and cabinet makers, Bangs' business shipped its products throughout the United States and to several European countries.

The craze for bicycles, which peaked in the 1890s, resulted in the establishment of the Everett Cycle Company. Its two-story wooden factory building at 210 Broadway manufactured the 'McCune Cycle,' a racing bicycle, and later the 'Fenway Cycle,' with "champion double ball bearings, pronounced by mechanical experts to be perfection." Each week the company turned out forty to sixty bicycles. It remained in business less than a decade, however, since the bicycle fad subsided.

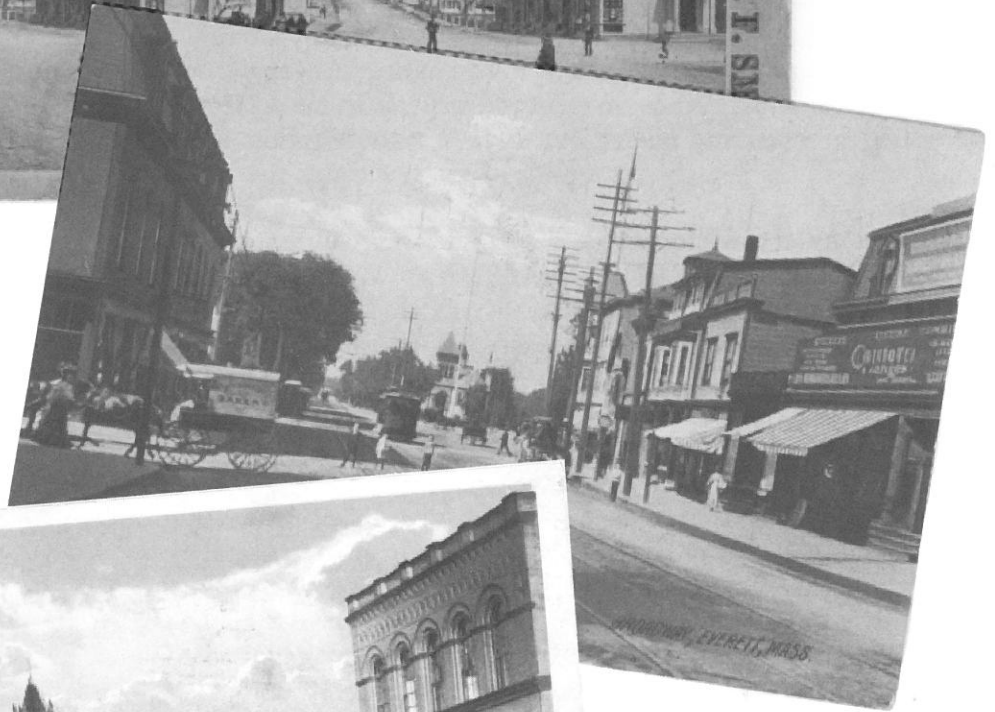
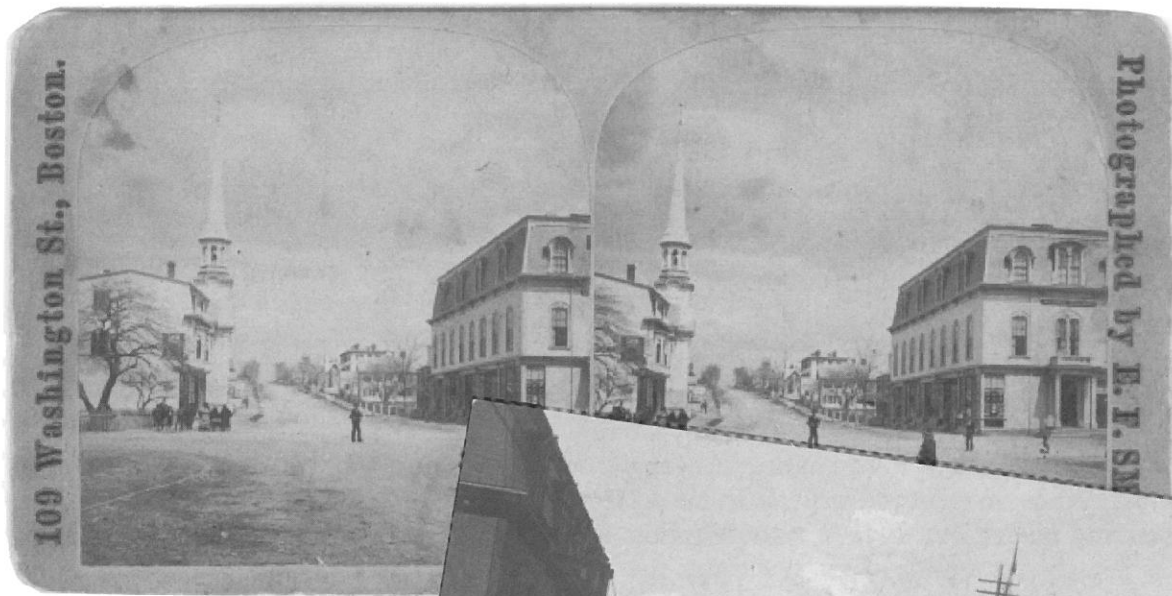
The shops for the Boston subway system, originally known as the Elevated Railway, were also located in Everett. With passage of the Public Control Act of 1918, the railway was able to raise its five cent fares but, at the same time, was required to improve its existing facilities. In 1919 the company built a modern facility for repairing cars opposite its new terminus in Everett, an extension of the Sullivan Square line. A transfer table enabled the cars to pass between the two parallel shops; the system's maintenance facilities were further consolidated when paint and other repair shops were added to the site. The facility continued to expand as vehicles were modernized and new ones, such as trackless trolleys and buses were introduced. Though the original transfer table is now in a Connecticut trolley museum and the elevated line has been removed, the shops remain in active use as the oldest MBTA repair and maintenance facility.

Between 1941 and 1944 the Boston Edison Company constructed its Mystic Station. Previously two stations, both located on the south shore, served the power needs of the entire metropolitan Boston area. The company designed Mystic Station, built on the Mystic River near the Charlestown line, to meet all electrical needs north of Boston. Over the next twenty years, Boston Edison added six boiler-turbo-generator units, for a total output of 984 megawatts. In 1984 forty eastern Massachusetts communities received power from the station.

General Electric also arrived in Everett in 1941. Its super-charger plant was one of the largest wartime manufacturing facilities in the eastern United States, producing 400 super-charges per week. After the war, the plant switched to producing jet engine components until it closed in the late 1980s.



**Stone and Forsyth Company, Spring Street.** Built 1913. Stone and Forsyth enlarged its original two-story factory in 1928 when the company expanded into manufacturing paper drinking cups, employing 200 people. After the business closed sometime after 1940, the Market Forge Company purchased the buildings for its shipping and receiving facilities.



# Everett Square

**F**or nearly 200 years, Everett Square has remained unchallenged as the center of civic, commercial and religious activity in Everett. Situated in the geographic center of the community, the Square has always functioned as a local service center, sporting a wide and diverse number of shops. Some, such as the First National Store, Kresge's, the Kimball & Company Drug Store, and Mellen's Candy Company, remained in business for decades, while others were short-lived. Though nationally-operated stores, including F. W. Woolworth, J. J. Newbury, and Grant's, have been attracted to the Square, most of the shops have been locally owned. Customers have been primarily local residents, though first streetcar and later bus service made the Square convenient to shoppers from Malden and Chelsea.

The Square today provides a rich picture of the fanciful, lavishly decorated commercial buildings so popular in the late nineteenth and early twentieth centuries. They were constructed during an era of prosperity and inexpensive labor, when a merchant's success could be mirrored in the scale and ostentation of his building. Demand for ornament was so great that decorative details were mass produced and readily available by mail order, to be applied by a local carpenter or mason. By the 1880s, improved technology in glassmaking led to full-length display windows for shopfronts. Colorful awnings to shade interiors, painted lettering on windows and awnings, and projecting wooden signs were favored devices to attract customers.

The development of Everett Square was directly related to the growth of the community. As the center of historic South Malden, the Square was at the intersection of two major arteries: Broadway, which was the Newburyport Turnpike, and Chelsea Street, the



Opposite page from top:

**Stereoscopic View of Everett Square.** Photographed 1875. This northerly view shows the Congregational Church on the left with its full steeple. The Masonic Building, which burned in 1908, is in the right foreground.

**Everett Square.** Photographed ca. 1905. Horse-drawn carts and streetcars were the common forms of transportation in this period. The wooden, mansard-roof buildings on the left were replaced by the existing one-story concrete buildings just south of the Congregational Church in the 1920s.

Courtesy of Costa Kirlis.

**Everett Square.** Photographed ca. 1915. The Odd Fellows Building is in the left foreground. The two small buildings between the Whittier Block and the Associates Building were the store and house of Uriah Oakes. Beyond the Immaculate Conception Church, the steeple of the Universalist Church is visible.

**Everett Square.** Photographed ca. 1940. Automobile traffic has taken over the Square in this northerly view. Oakes' store has been replaced with the Everett Trust Company. The Enterprise Store was built in 1938 by the same man who erected similar buildings on Norwood and Chelsea Streets.

Courtesy of Costa Kirlis.

**Everett Square.** Photographed 1982.



**John Lewis House, Norwood Street.** Built ca. 1770; photographed ca. 1891. The John Lewis House occupied the north side of Norwood Street until its removal in the early 1900s. Prior to Lewis, the house was in the Whittemore family. Note the Devens School in the left background.

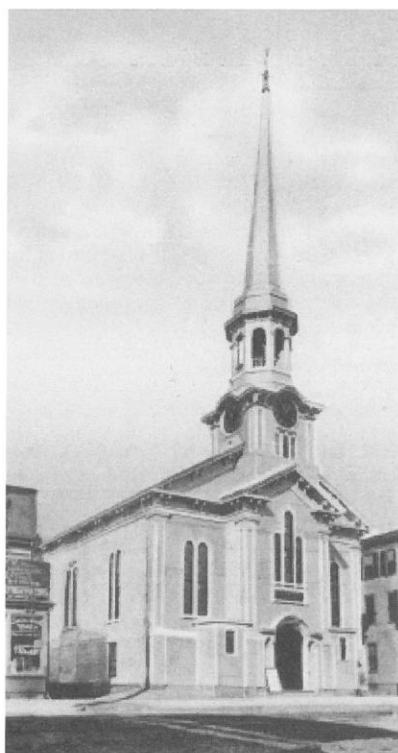


colonial route between Chelsea and Malden. Chelsea Street, on the westerly side of the Square, was re-named Norwood Street and Forest Avenue.

Until Everett's incorporation in 1870, Everett Square was a small cluster of residences with only a few shops. At the corner of School and Norwood Streets, near the present location of the Odd Fellows Hall, was the stately residence of John Lewis. Early accounts described his garden as having been large and lovely, with shade trees, grapes, peaches, strawberries and other luxuries growing in profusion. Across the street, on the site of the Middlesex Bank, was one of the community's two grocery stores. Managed by Uriah Oakes, after whom the corner was named, the store was located in a former cobbler's shop. Around the corner on Chelsea Street was Oakes' house, resplendent with an arched window over the entrance. On the site of the Congregational Church was Nehemiah Rider's wallpaper factory.

The Congregational Church is the oldest structure in the Square today. Erected in 1852, it was probably the work of Thomas Sillo-way, who designed churches in Cambridge. Its Italianate design features elongated, arched windows, a heavily molded hood over the door, paired brackets beneath overhanging eaves, and an open, octagonal belfry. The Congregational Church, however, was not the first church built in South Malden. In the early eighteenth century, a meetinghouse had been erected north of the Square, but shortly after the Revolutionary War the village lost its parish status and residents again had to travel to Malden for worship services. The re-establishment of the church in South Malden in 1848 testified to the village's growing population and wealth. New residents were drawn by its convenience to Boston, its excellent water supply and its plentiful housing lots.

For many years the Congregational Church stood alone, the only building between Church and Norwood Streets. Following South



**Congregational Church, 460 Broadway.** Built 1852; photographed ca. 1905. This early view of Everett's oldest church building depicts it with ornamental trim and a soaring spire which was removed in 1911. The Howard clock was installed in 1883 and weighs over 1900 pounds.

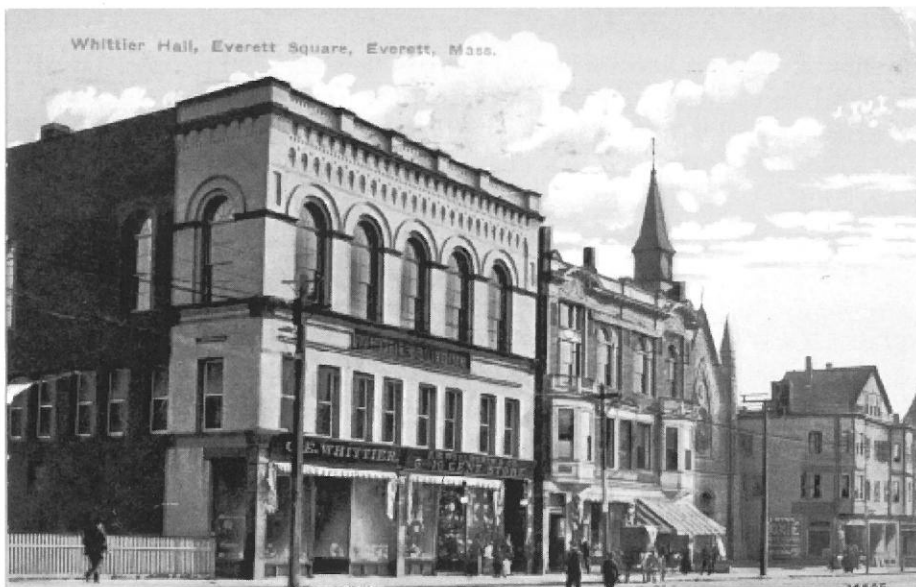
Malden's secession from Malden and the incorporation of the Town of Everett in 1870, Everett Square began a period of growth that spanned sixty years.

Each of the city's major churches was initially established in the Square. In the early 1870s, both the Baptists and the Methodists formed churches. The Methodists built a small frame building on Norwood Street in 1870. Twenty-three years later, it was replaced by the present structure on the same site. The original edifice was moved to the rear of the lot and rotated to face Liberty Street where it still stands, now occupied by the Disabled American Veterans. For seventy years it served the local Swedish community, which as early as 1899 numbered over 300 families.

Across Broadway from the Parlin Library stood the first Baptist Church, erected in 1874. The Baptists moved in the late 1920s to a more residential location behind City Hall. Just north of the Square was the Universalist Church, built in 1871; that congregation later disbanded. Across from City Hall are the stately Immaculate Conception Church and adjacent rectory. The church, built in 1896, replaced a modest frame structure on the same site erected soon after the parish was founded in 1876. First called St. Mary's, it functioned as a mission church. Membership grew steadily, from



**Methodist Episcopal Church, 21 Liberty Street.** Built 1870. G.H. Smart designed this Gothic Revival church with pointed arch windows and quatrefoil opening in the gable for the Methodist community. It is the second oldest church building in the city.



**View of Broadway.** Photographed ca. 1912. This postcard shows the Whittier and Evans Blocks soon after their construction in the late 1890s. Note the ornate brickwork and trim on both buildings. Beyond the Evans Block, the Baptist Church, which was built in 1874, is visible.

600 at the time of its founding, to over 3,000 fifteen years later. Recognizing the need for larger quarters, the church purchased the adjacent lot and began work on its present building. The new church, designed by Patrick W. Ford of Boston who was noted for his designs for Catholic churches, was built of brick and trimmed with brownstone from Longmeadow. The interior was finished in quartered oak.

The oldest commercial building in Everett Square is the Odd Fellows Building, built in 1877. Designed by local architect George F. Wallis, it was the first masonry structure in the Square. Whittier and Dearborn's grocery store was housed on the ground floor; the local chapter of the Odd Fellows Society and the city's public library were located above. The building was crowned with a mansard roof covered with patterned slates.



**Cornice detail, Whittier Building.**



**YMCA Building, 26 Chelsea Street.** Built 1888; photographed ca. 1900. Though later additions, metal siding, and loss of the tower roof make the YMCA hard to recognize today, it has served the community in several capacities for over 100 years. The noted local firm Brigham and Spofford designed the building.

Courtesy of Costa Kirlis

Across the street are the adjacent Whittier and Evans Blocks, erected by successful businessmen in the late 1890s. Arthur Whittier, whose family had been in the grocery business for many years, replaced their small frame store with the handsome brick Whittier Block, whose cornice is the most decorative in the city. Sharing space with Whittier's grocery was the F. W. Woolworth Company, which eventually took over the entire ground floor and stayed in the Square for many years. The Evans Block was erected by Alonzo Evans. The building contained two stores on the ground floor and offices above. The third floor, known as Arcanum Hall, was used as meeting space by various clubs and civic organizations, and for special functions. For many years town meeting was held in the Masonic Building, which, until its destruction from fire, stood on the site of the Associates Building. Following Everett's incorporation as a city, it became apparent that a separate building was needed for civic affairs, and a former commercial block was remodeled by John Spofford to accommodate the city offices. This was replaced by the present City Hall, completed on the same site in 1961 to plans prepared by Harold Turiello.

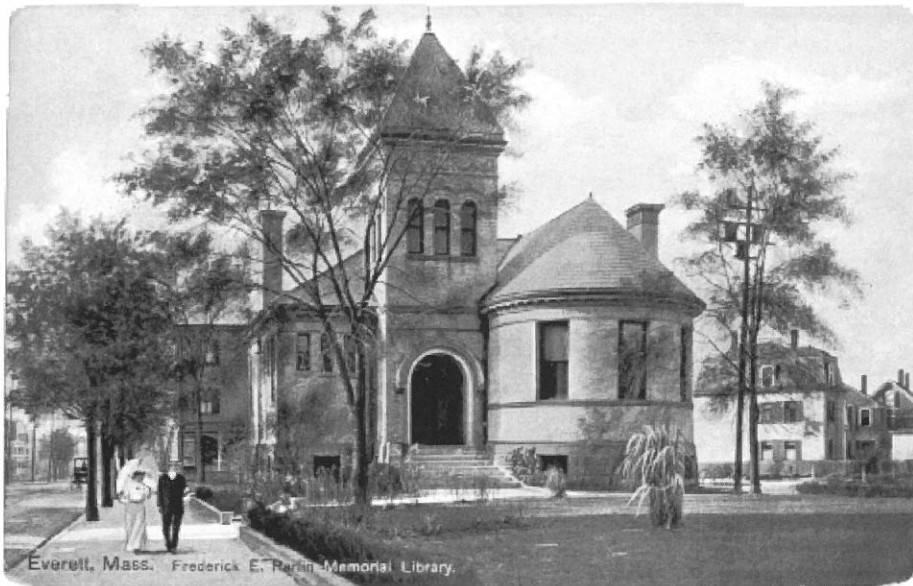
In 1884 a local chapter of the YMCA was formed. Initial meetings were held in the Odd Fellows Building, until the organization erected its own building on Chelsea Street. Designed by the Brigham and Spofford partnership, it was completed in 1888, with a gymnasium and an auditorium capable of seating 500 people. Local clubs and civic groups donated furnishings, and the Reverend Phillips Brooks presided at its dedication. In the 1920s the building was purchased by the Immaculate Conception Church for use as a parish hall.

Anchoring the southern end of the Square are the Central Fire Station and the Old Police Station. The second station on the site, the Central Fire Station has served as the city's fire protection headquarters since 1908, replacing an earlier wooden building which had been converted from a school. The new station was designed in the Georgian Revival style, a popular look for fire stations in the early twentieth century. Its architects were Loring and Phipps,

**Hapgood Building, Broadway.** Built 1893; photographed ca. 1908. Following Everett's incorporation as a city, Cyrus Hapgood offered the city a building for city offices and post office. The Hapgood Building, remodeled to plans by John Spofford, stood at the southeast corner of Hapgood's estate, which occupied the present site of City Hall. The building was demolished in 1960-61 for the present City Hall.







**Parlin Library, Broadway.** Built 1895; photographed ca. 1905. This view shows the library prior to its rear addition of 1910. The building behind it was built as a school and later converted into a firestation. In 1991 the library completed a large rear addition designed by CBT Architects of Boston.

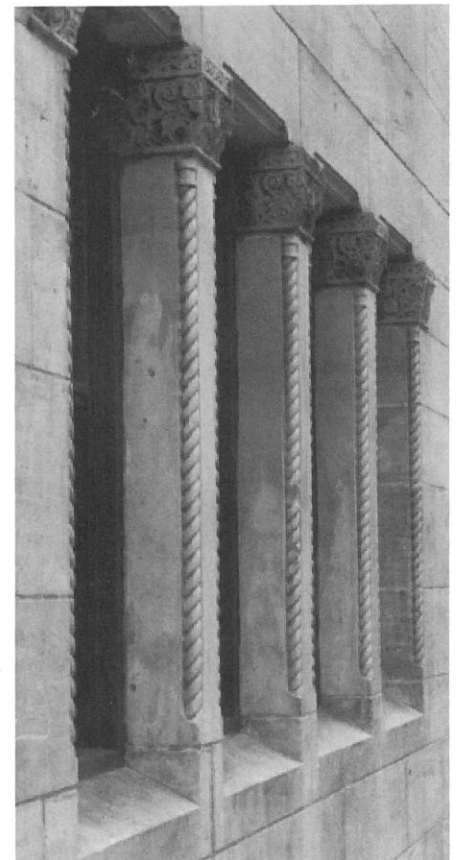
designers of a number of stations and schools in the Boston suburbs. The Old Police Station, completed five years earlier, was also of the Georgian Revival Style. It was the first building erected for the city's police department, though the department had been organized in 1875.

The Square's most architecturally distinguished building is the Parlin Library, the first of the city's two public libraries. John Spofford was the architect for the small, compact structure finished in 1895. The brick, sandstone and terracotta building combines Romanesque and Classical design features. A square tower orients the building toward the Square and contains the main entrance set within a recessed arch. A substantial gift from Albert Parlin initiated the library's construction. Parlin was a prominent local businessman who had been born in his grandparents' house which stood on the site. His gift reflected his wish to support a public library, his conviction that a newly incorporated city needed a substantial library building, and his desire to establish a memorial to his son, after whom the building was named.

Everett Square has also long been a center of banking activity. Its earliest bank building was the original home of the Everett Savings Bank. It was erected around 1885 and used for offices for some years before the bank moved in. Still standing on Broadway across from the Associates Building, the two-story building has a distinctive band depicting eggs and darts above each story. The Everett Savings Bank remained here until its new building next to the Congregational Church was completed in 1930. Strongly influenced by the Spanish Colonial Revival style, the new bank building is faced with buff sandstone block and ornamented with figurines, rope molding, and panels containing animal and foliate carving. An unusual arcaded frieze and Moorish-inspired cornice cap the street elevations. Its architect, Thomas M. James, designed similar bank buildings in other metropolitan Boston communities, including a nearly identical one in Framingham.

The second bank established in Everett was the Everett Trust Company, since reorganized as Bay/Bank. When it opened in

**Everett Savings Bank, 466 Broadway.** Built in 1930, the Everett Savings Bank was noted for its distinctive Spanish-Moorish detailing as evidenced in the window treatment shown here.





1910, the bank was located in the Associates Building. In 1919, its present quarters were erected, prominently sited at the main intersection in the Square. The use of white concrete foreshadowed much of the one-story construction in the Square during the next decade.

The Everett National Bank was founded by a group of local businessmen nearly twenty-five years after the idea for a national bank in the city first emerged. Everett was the last city in the area to establish such a bank, which meant a loss of potential business to neighboring communities. In 1926, the well-known Boston firm of Hutchins and French was engaged to draw plans for the structure. The building they designed, ornamented with concrete pilasters and pedimented gables, was a handsome addition to the Square.

As early as 1852, a post office was established at South Malden in Uriah Oakes' store. When the town was incorporated, the post office joined the town offices, first in the newly completed Masonic Building and subsequently in the City Hall. From 1921 to 1938,



**Everett Trust Company, Chelsea Street.**  
Built 1918–21; photographed ca. 1923. The Neo-Classical addition to the Everett Trust Company, shown on the left, was notable for its swags of garlands and stepped parapet featuring an eagle motif. Until 1938 the ground floor held the post office.

the post office leased space from the Everett Trust Company at 11 Chelsea Street, before moving to a permanent location across from the library on Broadway. Like the nearby fire and police stations, the post office was built in the Georgian Revival style, a popular expression for early twentieth century public buildings. Pedimented gables, arched windows with granite keystones and a square cupola are hallmarks of the style. The post office was one of the few buildings erected in Everett during the Depression which stifled construction activity in the 1930s.

The Park Theater opened its doors in 1914. First known as the Crown Theater, it was one of three in the city. It probably featured vaudeville shows and "electric pictures," as early movies were called. Over the years, its name was changed to the Olympia Theater (circa 1919–21), the Strand (mid-1920s) and, by 1930, the Park Theater.



**11-13 Norwood Street.** Built 1927. During the 1920s, many one-story concrete storefronts were erected in Everett. Norwood Street's north side was lined with such structures, built between 1924 and 1927. Architectural detail was generally directed at the parapet which featured urns, garlands and balustrades.

Everett Square has survived the twentieth century well. Despite its proximity to Boston and developmental and technological pressures, the Square has retained the role, vitality and scale of an early twentieth century suburban center. It continues to function as the primary service center of the city and to harmonize with the surrounding neighborhoods.

**Central Fire Station, Broadway.** Built 1908; photographed ca. 1913. Horse-drawn hose and ladder wagons, as well as motorized vehicles, appear in this view of the Fire Department. Fire Chief Joseph Swan sits third from the left in the car, flanked on his left by the Assistant Chief Philip Ham.





**Cottage Street.** Photographed 1892. The row of houses on the south side of Cottage Street, many of which had corner turrets, exemplify the dozens of frame houses erected by the Henderson brothers in the 1880s and early 1890s.

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# Architects and Builders

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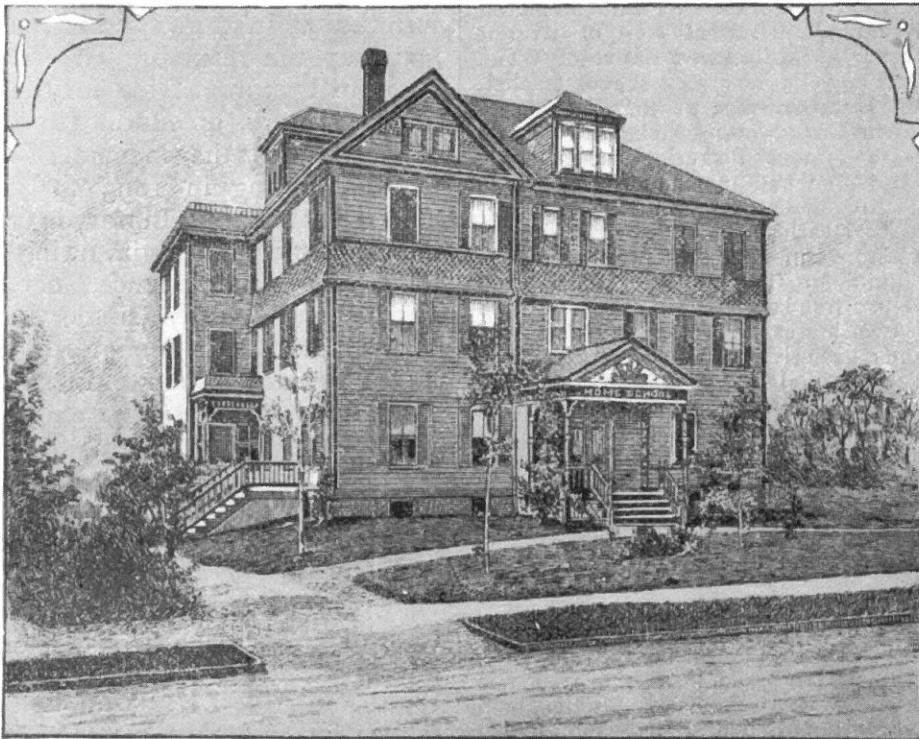
## Architects

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**B**etween 1870 and 1900 two local architects figured prominently in Everett's development: George F. Wallis and John C. Spofford. Because their mark on the city is still much in evidence, their work merits special attention. Beyond practicing architecture, both men were active in civic affairs and members of a variety of clubs and organizations.

George F. Wallis (1853-1890) was born in Boston. He was educated in Boston public schools and worked in several noted architectural firms, including those of Gridley Bryant, William G. Preston and George Meacham, before setting up his own practice. Between 1874 and his untimely death in 1890, Wallis designed dozens of public and private buildings in Everett. Among the most recognized were the Odd Fellows Building at the corner of Broadway and Norwood Streets, the former Everett Savings Bank Building, the Home School (later the Immaculate Conception Convent) on Summer Street and the Receiving Tomb at Glenwood Cemetery. His residential commissions included 58 Forest Street, a Stick Style house completed in 1874. One of Wallis' lasting contributions to Everett was his collection of photographs, many of which were reproduced in the 1893 *Everett Souvenir*.

Everett's other prominent late nineteenth century architect was John C. Spofford who was born in Webster, Maine in 1854. At the age of twenty-nine, Spofford began his architectural training with Henry Preston in Boston and moved from there to a position as draughtsman



**Home School, 51 Summer Street.** Built 1888-89; demolished ca. 1990. This late-nineteenth century view of George Wallis' school shows the popular use of steep hipped roofs and decorative woodwork and shingles during the 1880s and 1890s. The Home School was Everett's only private non-sectarian school. The site was chosen for its stunning views toward Boston and the harbor. In 1904 the school closed, and the building was converted first into a hotel and later a convent for the Immaculate Conception Church.



**Woodlawn Cemetery Office, Elm Street.**

*Built 1897. John Spofford designated this handsome office building for Woodlawn Cemetery to replace the Gothic lodge and gatehouse which had marked the cemetery's entrance since 1850. The square tower, red tile roof and copper capping were distinctive features of the new building. Since this photograph was taken, an addition and gate entrance have been constructed.*



with Sturgis & Brigham. In 1886 he went into business for himself, with offices in Everett and Boston. For a short period he was in partnership with Willard M. Bacon and, from 1888 to 1892, with Charles Brigham. During his association with Brigham, he designed the YMCA (now the Immaculate Conception Parish Hall) on Chelsea Street, the Beacham Street and Mystic Village Schools (both subsequently demolished) and, perhaps their best known collaboration, the addition to the State House on Beacon Hill.

Spofford moved to Everett in 1880 and lived here over fifty years. In 1894 he was nominated to the state legislature and in 1930 was elected chairman of the city's planning board. He was a member of the Glendon Club as well. During the 1880s and 1890s he served, unofficially, as the city architect, receiving virtually every publicly-sponsored commission. Among them were the Parlin Library (1894), the Police Station (1903), the Winthrop and Hancock Schools (1893), and the remodeling of City Hall (1893). For private-sector clients he prepared the plans for the Woodlawn Cemetery Office Building (1897), the Methodist Episcopal Church (1892) and the Glendon Club

**Police Station, 371 Broadway.** Built 1903; photographed 1906. Chief of Police Wilmot R. Evans Jr. and Mayor Thomas J. Boynton pose on the front steps of the Police Station. Prior to its construction, the police department occupied a former engine house on the site, since moved to Second Street. The station was one of Spofford's many public commissions. Like other buildings of the period, it was designed with Georgian Revival elements, including keystones over the windows, pilasters, and balustrades on the roof and front portico. In 1981 the police vacated the building for new quarters on Elm Street, and the station was remodeled into offices.





**Charles Jennings House, 38 Pleasant Street.** Built 1893. Charles Jennings owned a real estate and insurance business with offices in Everett Square and downtown Boston. Active in local affairs, he served as town auditor, on the first board of aldermen, and as treasurer of the Everett Cooperative Bank. His house, designed by John Spofford, was a fine example of Colonial Revival architecture. The front portico, Palladian window in the roof dormer, and porte-cochere which led to the large carriage house were prominent features of the property.

House (1893), in addition to those he did in partnership with Brigham. Spofford designed numerous residences in Everett, though only two can be documented: the Charles Jennings House at 38 Pleasant Street (1893) and the George Smith House on Mead Street (1890s). Spofford's work reached well beyond the confines of Everett; he designed the State House and Masonic Hall in Augusta, Maine, the town halls for Fairhaven, Massachusetts and Lewiston, Maine and, with Charles Brigham, the Foxborough State Hospital.

Although Spofford and Wallis dominated Everett architecture during the last years of the nineteenth century, other local architects of note practiced in the city as well. William E. Woodward (1827-1905) designed identical houses for the Greenwood brothers at 15 and 23 Ferry Street and remodeled the Odd Fellows Building. William Lougee was commissioned for the Shute Library (1897) and the Lafayette School (1898). Master builder Elisha Briggs Loring (1813-1890) was Everett's first architect/builder. He is credited with the Hawes Atwood House at 577 Broadway (1857) and the South Malden Engine House on Second Street (1860), as well as several schools and houses which have since been demolished.

The work of some of Boston's most respected architectural firms are represented in Everett. Hartwell & Richardson was responsible for the Mystic Side Congregational Church (1892), and Loring & Phipps prepared plans for the Central Fire Station (1908) and the former High School on Summer Street (1892-93). The noted bank designers Thomas James and Hutchins & French are credited with the Everett Savings Bank Building and the Everett National Bank Building, respectively. The First Congregational Church is attributed to Thomas Silloway, and the city's Catholic churches are the work of Patrick W. Ford and Matthew Sullivan.

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## Builders

In the wake of Everett's rapid development during the late nineteenth century, a handful of builders stand out for their contribution to the city's appearance. By far the most prolific and influential firm was that founded by the Henderson brothers. James and John Henderson were born in Scotland where they served as carpenters' apprentices before coming to America in 1859. Their first employer in this country was Henry F. Durant, who built the original buildings on the Wellesley College campus. In 1872 the brothers established their own construction company in Everett; their timing was fortuitous, and they were ideally positioned to take full advantage of the town's initial spurt of growth following its incorporation. Before long, the volume of their business warranted the company establishing its own saw and planing mills, lumber yard and paint shop. Approximately eighty-five men were employed to produce doors, window sash and turned trim on the premises. These activities were concentrated on Hawthorne street. The firm's principal office, a three-story brick structure built by the firm in 1891, was located nearby on the corner of Main and Oakes Street. It originally featured a clock tower on the corner bay. Real estate and insurance services, as well as construction contracts, were handled in the firm's Main Street office. Across the street, at 118 Main Street, stood James Henderson's home.

Over a period of twenty years, the Henderson firm claimed credit for over 500 houses and business blocks within Everett. Between 1890 and 1892 it embarked upon its most ambitious project, Hendersonville, a cluster of over 100 houses erected on former marsh land. The houses were modest, two-story frame dwellings placed on 2500 square foot lots, each of which had a front porch. Streets in Hendersonville were laid out in grid fashion; Wellington, the primary street, was originally named "Henderson Avenue." The firm correctly calculated the convenience of the area, close to both Everett's emerging industrial area and to Boston, and the houses were quickly sold and occupied.

A second major development sponsored by the Henderson brothers was Cleveland Avenue. During the 1880s, the farmland between Hancock and Bucknam Streets was carved into long, narrow strips suitable for single streets. Cleveland Avenue was sold to the Henderson brothers by Phillip Ham, a blacksmith whose house stood on Bucknam Street. It was soon lined with commodious two-family houses, sited gable-end to the street to maximize the narrow frontage and depth of the lots. Though the houses had similar floor plans and massing, the unique ornamentations of the gables and porches and the distinctively patterned shingles lent to each a measure of individuality. These houses, too, sold readily. They were bought by masons, carpenters, bakers, dressmakers, foremen and others in the skilled trades. As was the case throughout the community, virtually all of Cleveland Avenue's new residents were new to Everett as well.

The Henderson brothers built throughout the city. Cottage and Plummer Streets were their creation, as were many of the brick commercial blocks along Main Street. By the mid-1890s, however, the pace of the firm's work began to slacken. In 1896 John Henderson made a successful bid to become the city's mayor, and he turned the



**Hendersonville.** Named for the Henderson brothers, developers of this area between 1890 and 1894, Hendersonville contained over 100 houses on the west side of Main Street. The development was the largest undertaken by the firm, whose main office and construction yards were nearby.

business over to his brother. The firm continued to do construction work under James, but never regained the pace of the previous decades.

Another of Everett's noteworthy builders was Alonzo Blanchard who began his building career in the Worcester area. Blanchard moved to Everett in 1889 and opened a real estate and building business on Broadway. That same year, he commenced work on the east side of Hillside Avenue. In 1892 he purchased a large tract of land east of Everett Square. It contained thirty to forty potential lots, which he developed into Summer, Autumn and Winter Streets. Within four years of his arrival, Blanchard was credited with several commercial blocks and over 100 houses. Among the most notable architecturally were those along Hampshire Street, a street rich in revival styles. His own house, one of the few with a rear carriage house, still stands at 128 Chestnut Street.

Morris B. Hall arrived in Everett from coastal Connecticut two years before Blanchard. Hall's first project was the development of



**Harvard-Yale Apartments, 48-50 Norwood Street.** Built 1915. Everett had only a few apartment houses. Of those built in the early twentieth century, this block was unique. Financed by a group of investors known as the College Apartment Trust, it exploited the traditional Harvard-Yale rivalry by devoting one entrance to Harvard and the other to Yale. The former had a red and white tiled floor in the foyer with a central "H," while the latter's was finished in blue. Each school's crest was positioned over the appropriate doorway.



**Hampshire Street.** Photographed ca. 1905. This was one of Everett's most fashionable streets, lined with stylish, spacious houses and shaded with trees. Alonzo Blanchard developed it in the 1890s. The street was noteworthy for the variety of revival styles and decorative detail, such as diamond-paned window sash, patterned shingles, exposed rafters, and porches, on the houses.



Villa, Arlington and Pleasant View Avenue on the east slope of Belmont Hill. The one-and-a-half-story, gable-end houses he built, though small and simply designed, presented a striking vista of successive gables marching rhythmically down the hillside. A decade later, Hall developed Sherman and Gilmore Streets. Catering to a different socio-economic market, he designed the substantial two-family houses to resemble single-family homes. Porches and bay windows lent variety to the facades, and many of the gables bore distinctive detailing. Occupants of these homes included teachers, salesmen and successful contractors, many of whom commuted to Boston.

Two members of one of New England's largest and most prominent building companies resided in Everett during this period. Both Edward and Charles Mead of Mead, Mason & Company moved to Everett in the early 1880s. Edward Mead's house on Broadway stood several blocks south of Everett Square. Mead, Mason & Company's offices were in Boston, and the firm was known throughout the region for its churches, public and commercial buildings, and large

**Gilmore Street.** Photographed ca. 1908. Morris B. Hall was the developer/architect of Gilmore Street, which was characterized by commodious two-family houses on larger lots. Porches and projecting bays lent variation to the rectangular tri-gable house plans. Many of the gables had distinctive architectural treatment. Hall built the houses between 1899 and 1903, and many of the early residents commuted to jobs in Boston.



suburban residences. The Methodist Episcopal Church and the Parlin Library are counted among its Everett work.

Other important builders in Everett in the late nineteenth century included John H. Moore, G. H. Smart, George Coan, S. A. Deshon and George Wood. Most of these men began their careers as carpenters and builders and expanded into real estate, insurance and architecture as their businesses prospered. They advertised profusely in newspapers, local directories and trade journals, offering land, houses and tenements to the public. Until 1890, Everett had no ordinances or regulations imposing standards on new construction, despite concerns expressed by the building department. Christopher Harrison, the city engineer of the period, feared that the trend toward reduced lot sizes forced by increased land values, and the proliferation of inexpensive and speculative building, would tarnish Everett's appeal.

One such builder, about whom Harrison had cause for consternation, was Fred Bailey. In 1884 Bailey moved to Everett from England.



For a number of years he worked in the plastering trade. With the money he saved, he began investing in real estate and erected houses east of Everett Square on Cottage, Green, Mansfield, Gladstone, Bradford and Bailey Streets; the last he named for himself. His dwellings were not highly regarded. An article in the *Everett Herald* stated Bailey "built cheap houses and used every available inch of land, as was evinced in his building operations on Cottage Street, where he put his houses so near the road that the beautiful contour of that favorite street was practically ruined!" Bailey's own house on Broadway was substantial, and his summer home on Spy Pond in Arlington equally grand. In 1896 Bailey mysteriously disappeared, leaving behind him over \$45,000 in debts, a heavily mortgaged house, and two weeks of overdue payroll. He was never heard of again.



**78 Cottage Street.** Built 1890. This Queen Anne house was one of over a dozen houses erected by the Henderson brothers in the immediate vicinity. The variety of cut shingle patterns, corner brackets with sunray ornament and the corner turret capped with a copper finial provided individuality to the house.

**Blanchard Bonn House, 51 Birch Street.** Built 1911. Stone mason Blanchard Bonn built this concrete and shingle house to illustrate the domestic possibilities of concrete block. On the porch, steps and a portion of the first story, he fashioned the concrete to simulate cobblestones. Bonn advocated the use of concrete for its inexpensiveness, safety, and ornamental qualities. Another concrete house, also built by a concrete manufacturer, stood at 24 Jefferson Avenue.



# Everett Architecture



**Cottage Street.** Photographed ca. 1921. This view of Queen Anne houses on the north side of Cottage Street near Everett Square shows typical residences built in Everett in the 1880s, the peak of building construction in the city. Ornamental shingles in the gables, balustrades on second floor decks, turned posts on the porches and clapboard siding were important features of each house.

**B**y far the most common building type in Everett was the two-and-a-half story house built with its gable end facing the street. This house type, which allowed the mass of the house to extend toward the rear of the property, was a common solution to narrow urban lots, beginning around 1850. Architectural detailing, following the popular idioms of the day, was then applied to the house to lend style, individuality, and interest.

In the pages which follow, examples of the major architectural styles that were represented in Everett, from its beginnings until 1930, are illustrated and explained. An architectural style is nothing more than the particular shape, details, and materials that were fashionable at a specific time period. Styles tended to be adaptations of European architecture, both contemporary and historical, to American tastes and needs. In Everett, there were often no sharp boundaries between different styles, and builders used features associated with both current and older styles. Builders also developed variations of styles to fit the budgets of all socio-economic classes. Often only one or two architectural features were applied to the standard gable-front house form that proliferated in Everett. And owners wishing to remain fashionable thought nothing of updating their house by adding a turret or a porch to an earlier house.

Most of the photographs in this chapter were taken in 1982. In the years since, some of the buildings have been renovated or demolished, visual testimony to the continuing shifts in fashion that characterize a community.

Opposite page: A tremendous variety of ornamental roof gables can be found in Everett. The ones pictured here, built between 1885 and 1910, exhibit the imaginative use of stylistic features to enliven the building wall, providing interest and distinctiveness to the street and neighborhood.





Above: **Jonathan Edmester House, 98 Chelsea Street.** Built ca. 1800. The hipped roof, symmetrical five-bay facade, rear twin chimneys, and central hallway are hallmarks of the Federal style. In 1813 owner Jonathan Edmester began manufacturing bricks across the street, a business that remained in the family over eighty years. Circa 1888 George Mead, a local doctor, bought the house.

Upper right: **Captain Nathan Nichols House.** Built ca. 1730; demolished late 1800s. This late nineteenth century view of the Nichols House illustrates the Georgian style. The massive central chimney, small-paned window sash, five-bay facade, and central doorway are typical Georgian features.

Lower right: **Captain Thomas Oakes House, Broadway.** Built ca. 1805; demolished. Thomas Oakes built this fine Federal style house just north of Hancock Street. Its shallow hipped roof, four end chimneys, slender corner pilasters, and graceful entrance identify the style.

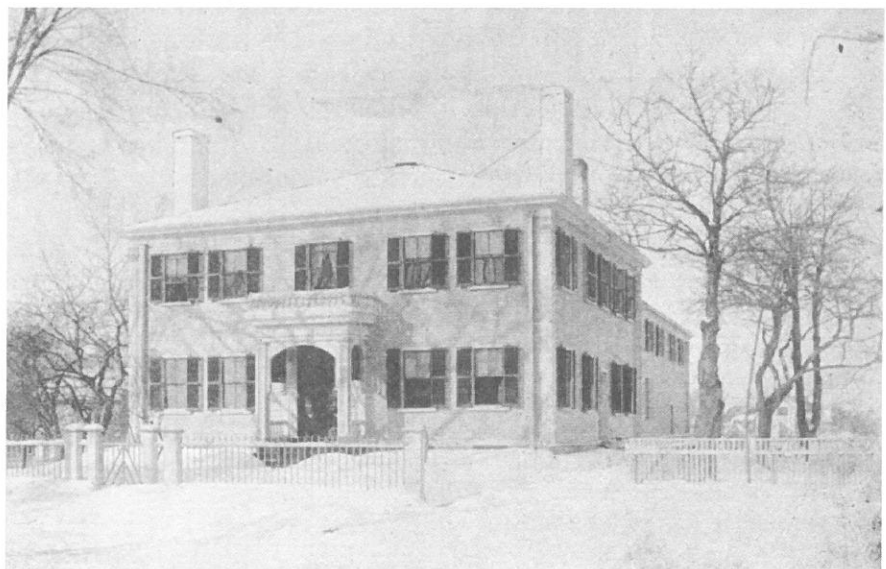
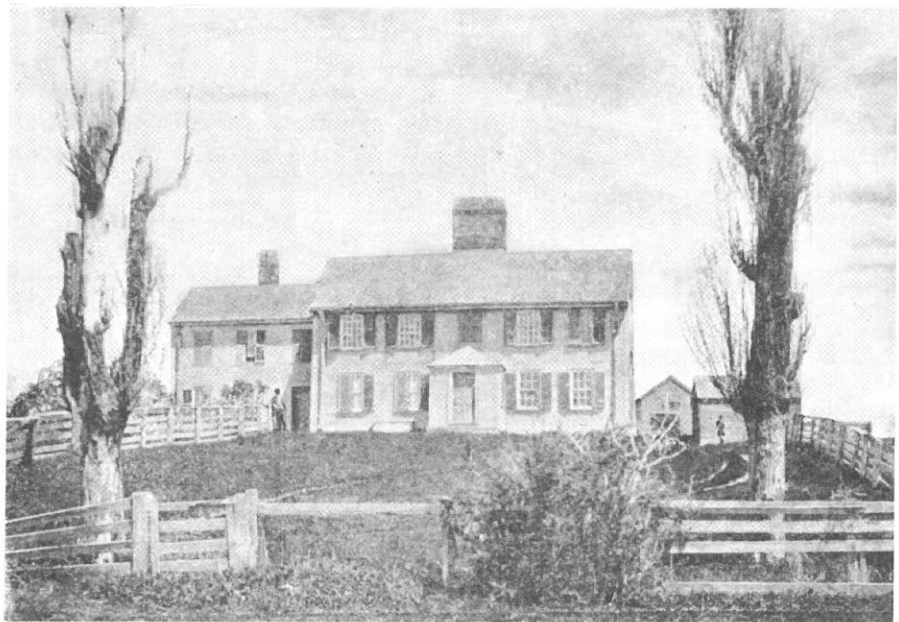
Below: **Captain Henry Rich House, 68 Newton Street.** Built ca. 1810. Captain Henry Rich built this house in northwestern Everett in the early nineteenth century, though portions of it may be earlier. The entrance, with its fluted pilasters, partial sidelights, and classical entablature typifies the Federal style.



## Georgian and Federal 1730-1830

Both the Georgian and Federal styles were derived from English architecture and were classically inspired. The most common feature was a symmetrical facade, usually with five windows and a centrally positioned entrance. Georgian houses had a heavier, bookish appearance, particularly at the main entrance, which was defined by a paneled wooden door enframed by pilasters and often had a transom window above. There are no surviving examples of the style in Everett.

The Federal style emerged shortly after the Revolutionary War and was decidedly lighter and slimmer in proportion than the Georgian style. Features such as a fanlight containing delicate tracery over the door, elongated fluted pilasters, a hipped roof, and tall, narrow chimneys were characteristic of the style. The exterior of Federal houses was usually clapboard, occasionally with brick end walls.



## Greek Revival 1830-1850

In the years following the American Revolution, the ancient Greeks were widely admired for their democratic form of government and the dignified, formal appearance of their buildings. Modern Greeks were no less esteemed for their movement toward independence begun in 1821. As a result, the work of American artists and architects began to reflect strong classical influences. The Greek temple was selected as the symbolic prototype for all types of buildings. By rotating the traditional Federal house ninety degrees so its gable end faced the street and applying columns to the entrance or, better yet, across the entire front, a house could be made to resemble a temple.

Simpler versions of the Greek Revival style are recognizable by the pedimented gable front, wide frieze (the flat band beneath the eaves), an entrance with glass sidelights and an overhead transom surrounding the door, and wide, flat boards suggesting columns at the corners of the house. Occasionally, the window casings have molded blocks at the corners.



Above: **Knox House, 11-13 Knox Park.** Built 1846. This house is architecturally unique to Everett. Facing south, it is dominated by a full-height pedimented portico supported by four Doric columns. During the second half of the nineteenth century, the house was occupied by Samuel Richardson Knox and his siblings. The family had come from Charlestown and was closely allied to the sea. Much of their seafaring memorabilia went to the museum at the Charlestown Navy Yard upon their deaths.



Above and left: **Baldwin House, 5-7 Linden Street.** Built ca. 1834. The Baldwin House was an excellent example of a two-family Greek Revival House at the time of these photographs. The six-bay facade featured a handsome Greek Revival double entry: each doorway was flanked by sidelights, fluted pilasters, and a transom with a double row of lights. Until the late nineteenth century, the house and its broad lawn fronted onto Main Street.



Left: **Paige House, 102 Shute Street.** Built ca. 1840. Though this house had a local tradition of being constructed in the late seventeenth century, its appearance when photographed was that of a Greek Revival house. It was typical of modest houses of the period, with an entrance to one side, full sidelights, and flat trim boards.

## Gothic Revival 1840-1870



Above: **499-501 Broadway.** Built ca. 1858; demolished ca. 1988. For several decades prior to its demolition, this house hid behind a mid-twentieth storefront addition. Its Gothic Revival features, however, were still visible: steep gables, sawn vergeboard trim, and pointed-arch window caps. For many years Nathan Smith owned the house. Smith was a milkman and, for a time, the city's milk inspector. Behind the house he had a stable where he boarded horses.

True Gothic Revival houses were rare in Everett. The style was the earliest architectural form of Victorian eclecticism and was easily identified by the prevalent use of pointed arches and steep gables, usually found on windows, doors and porches. Decorative vergeboard trim (popularly called "gingerbread") was often applied along the eaves. The classic Gothic Revival house was clad with vertical board and batten siding to accentuate its verticality.

The Gothic Revival style was popularized by Alexander Jackson Downing, a writer of books on architecture and gardening. Downing reacted sharply to the idea of living in an impersonal Greek temple, preferring the more picturesque qualities offered by bay windows, balconies, verandas and an asymmetric roofline.

Below: **James Skinner House, 170 Linden Street.** Built ca. 1872. This is an excellent, although late example of the Gothic Revival style. The three-bay facade is broken by a steep central gable that has a trefoil in its peak. The window beneath features a gabled cap with another trefoil and finial. All upper sash has

shallow arches. The main entrance, bay window, eaves and porch carry Gothic trim. James Skinner, whose family lived here over seventy years, was an agent with a major steel company in Boston. An enthusiastic supporter of the Parlin Library, he served on its first board of directors.





## Italianate 1845-1880

The Italianate style was inspired by the countryside architecture of fifteenth-century Italy. Its asymmetry and picturesque qualities attracted American architects. In urban areas, such as Everett, the Italianate house plan, with its gable-end facing the street, readily adapted to long, narrow lots. The bay window, a common feature on the front, maximized light into the house, as did the oft-found projecting side-gable.

Italianate houses were profusely ornamented with brackets, the primary identifying feature of the style; often paired, they were placed along the eaves, at the front entrance, and on bay windows. Other typical features included doors with arched panes of glass and carved wooden panels, and a first-story, three-sided bay window. More elaborate Italianate houses sported a square tower, a cupola on the roof and heavy caps or hoodmolds over the windows.



Above: **3 Bucknam Street.** Built ca. 1860. One of several Italianate houses along Bucknam Street, this was noteworthy for its round-headed window in the gable, molded window caps, bay window, and entrance portico, all typical Italianate details. For the last quarter of the nineteenth century, George Carlisle, a sea captain, lived here.

Left: **34 Liberty Street.** Built ca. 1865. Liberty Street was built up with Italianate houses during the Civil War era. Many of the houses, such as this example, were modest dwellings, with the bay window and over-sized entry brackets the only features of the style. Throughout Everett, the front-gabled house form proliferated during the second half of the nineteenth century.

Below: **32 Hancock Street.** Built ca. 1865. Center-entrance Italianate houses were rare in Everett, though a nearly identical one to this example stood at 24 Hancock Street. The projecting centered gable, paired scroll brackets, double wooden entry doors, and one-story porch are original features. For several decades at the turn-of-the-century, Richard Green resided here. Co-owner of a coal, wood, hay and grain firm, Green was one of the partners who erected the Glendale Building in Glendale Square.





## Second Empire 1860-1885

The Second Empire style was popularized in Paris during the reign of Napoleon III (1852-70) who commissioned an enormous extension to the Palace of the Louvre which assumed a heavy, sculptural look quite different from the older part of the building. During the same era, many of the structures lining Paris' boulevards were rebuilt with mansard roofs. Real estate taxes were set, in part, by the number of stories a building had; thus the mansard roof provided a full top floor of living space tax-free. The style reached the United States during the Civil War and, during its brief period of popularity, was embraced particularly by wealthy urbanites for residences and civic buildings. One of the nation's best examples of the style is the former City Hall in Boston.

In addition to the bell-curved roof, other identifying features of the style include dormers with projecting hoods and elaborate frames which lit the top story, and multi-colored slate arranged in geometric patterns on the roof.

### **Sylvester Fiske House, 198 Linden Street.**

*Built ca. 1870. This is one of the most outstanding Second Empire houses in Everett. The mansard roof has original scalloped and colored slates. Dormers have angular heads and arched upper sash. A three-story tower capped with iron cresting contains an elaborate arched entry, later enclosed. Sylvester Fiske, who lived here until 1902, was a salesman in Boston.*



**25-27 Corey Street.** Built ca. 1885. Early photographs of Everett show several one-story double houses with mansard roofs, but few remain. This is a particularly good example, with an intact slate roof, dormers with applied carved ornament, and molded panels beneath the bay windows.



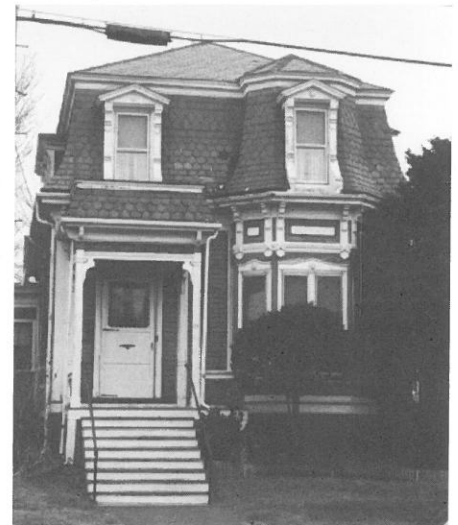
Right: **Horace L. Grant House, 25 Dyer Avenue.** Built 1885. This was one of two similarly-designed Second Empire houses on Dyer Street, which was laid out in 1885 with predictions it would become one of the finest streets in the city. A projecting two-story tower capped with a mansard roof was the focal point of this house, which was built by Horace Grant, a contractor who worked in Boston.



Below: **Nathaniel Plummer House, 38 High Street.** Built ca. 1871. The variety of architectural trim and the mansard roof carriage house made this one of Everett's most elegant Second Empire houses when it was photographed. Rope molding outlined the corner boards, and an arcaded porch extended around two sides of the house. Paired brackets, a patterned slate roof, and decorative dormers were other characteristics of the style. Nathaniel Plummer, owner of the property through the late nineteenth century, managed a provision business in Boston's North Market Building (now part of Quincy Marketplace). Until the 1920s, a greenhouse stood behind the house.



Below: **35 Hancock Street.** Built ca. 1876. Though only a one-and-a-half story house, this fine example of Second Empire architecture is ambitiously detailed with carved window surrounds, a two-story bay window that extends into the mansard roof, and gabled dormers with scroll surrounds. The roof is clad with its original patterned slates.



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## Stick Style 1860-1885

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Few Stick Style houses were built in Everett, though the style was important as a forerunner to early twentieth century styles which sought to express a building's internal structural system on the exterior. This was accomplished by laying flat, stick-like ornament horizontally, vertically or even diagonally on outer walls to suggest the framing system. The style is further characterized by its brooding, gloomy appearance, caused by its steep proportions, overhanging roofs and window hoods. Stick Style houses are frequently chosen for the setting of Gothic horror movies.



**135-137 Belmont Street. Built ca. 1878.**  
*This is an unusual Stick Style duplex, identical to #138-140 across the street in Malden. Elongated windows, a steep gable roof interrupted by shed dormers and scalloped shingle bands are primary features. For many years the house was occupied by the Blake family. Thomas Blake was a produce merchant in Charlestown.*

**A.T. Woodman House, 58 Forest Avenue.**  
*Built 1874. George F. Wallis designed this Stick Style house for Artemus Woodman, a machinist for a railroad company in Charlestown. Until it was re-sided in 1983, the building, with its attenuated proportions and ornate vergeboard trim, was the best local representation of the style.*



## Queen Anne 1890-1905

The Victorians' love of ornament and texture blossomed during the last decades of the nineteenth century. Nowhere was it better exhibited than on a Queen Anne house. The energy and exuberance expressed in these buildings mirrored the period of explosive growth in Everett. The Queen Anne house was characterized by a rambling floor plan, windows of many sizes and shapes, often with small-paned or colored glass sash, a combination of clapboards and patterned shingles on the exterior walls and, frequently, a round turret in a front corner.

The invention of the machine-operated lathe made it possible to mass-produce wooden ornament, patterned shingles and turned spindles both cheaply and quickly, and these items were available by mailorder. On modest houses, such architectural ornamentation was concentrated at the main entrance, the front porch, and in the gable. A small stained glass window placed at the stair landing brightened the interior.

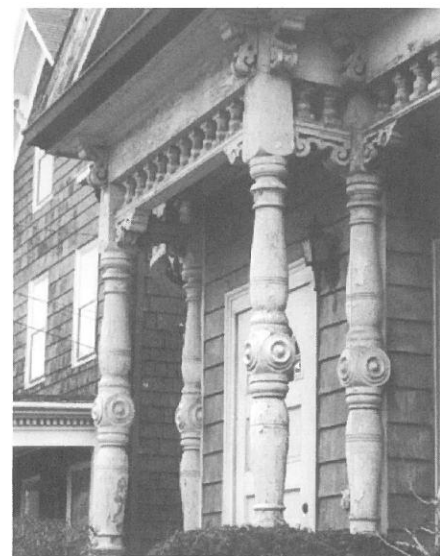
**George A. Saltmarsh House, 516 Broadway.** Built 1891. The Saltmarsh House is one of the few remaining unaltered houses on a street once lined with fashionable homes. The

round corner turret with its wide bands of fancily cut shingles is of particular note. George Saltmarsh came from New Hampshire to practice law in Everett and Boston.



Above: **40 Beacon Street.** Built ca. 1885. Three cabinetmakers by the name of Wood inhabited this house in its early years and may have been responsible for its splendid wooden ornament found in the gable and, particularly, the porch. The basketweave railing, carved posts, and wheel motif are especially interesting.

Below: **Samuel A. Smith House, 11 Woodlawn Street.** Built 1883. The porch of this house epitomizes the exuberance of the Queen Anne style. Samuel Smith was a local realtor who lived here approximately twelve years. The house was later owned by James E. Lewis, a dealer in a coal, wood, hay and grain business in Chelsea.







Above: **315 Main Street.** Built ca. 1890. Architectural detailing, as expressed on this dwelling, was a common sight on Everett houses at the turn-of-the-century. Patterned shingles, sunray motifs, and turned millwork were favorite features of the Queen Anne style.



Top right: **54 Lexington Street.** Built 1880s. A variety of gables filled with patterned shingles and the angular corner turret create a picturesque silhouette. The porch with turned posts and spindles and the diagonally placed windows in the corner bay are common to the style. Lexington and nearby Chestnut Streets were lined with Queen Anne houses of above-average size. One of the more prolific builders who practiced the style lived at 128 Chestnut Street.



Center right: **58 Summer Street.** Built ca. 1898. William Dennis was the first owner of this Queen Anne house. His home included a sunburst motif in the porch gable and sawn scrolled brackets. Dennis was employed as a shipper in Chelsea.

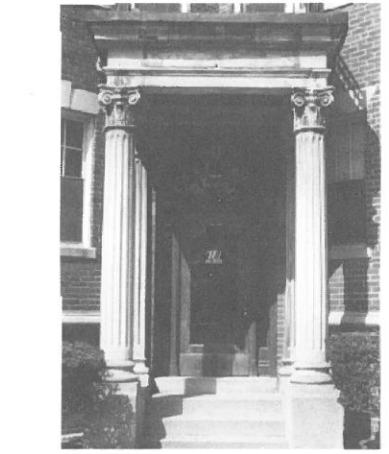
Bottom right: **193 Hancock Street.** Built ca. 1893. The decorative gables and incised corner brackets lend distinction to this Queen Anne dwelling. It was probably built for Benjamin E. Fernald, an officer in the U.S. Navy. By 1904 Ottwell J. Wood, an inspector for the New England Structural Company, lived here. That company became the largest supplier of structural steel for bridges and buildings in New England.



## Colonial Revival 1890-1930

Colonial Revival houses were designed to resemble eighteenth century houses. Just as the Bicentennial in 1976 sparked interest in the past, the 1876 Centennial prompted architects to look nostalgically at America's colonial heritage. Features such as fanlights over doors, regularly spaced rectangular windows, pediments, bowed porticoes, cornices with dentils and balustrades on top of sunrooms and hipped roofs reappeared. To many people, the return of classical detail and symmetry was a relief after the excesses of Victorian ornamentation.

The Colonial Revival style and its derivatives were commonly used for three-decker houses and apartment buildings as well. Bow windows, porches with baluster railings and Palladian windows were frequently used details.



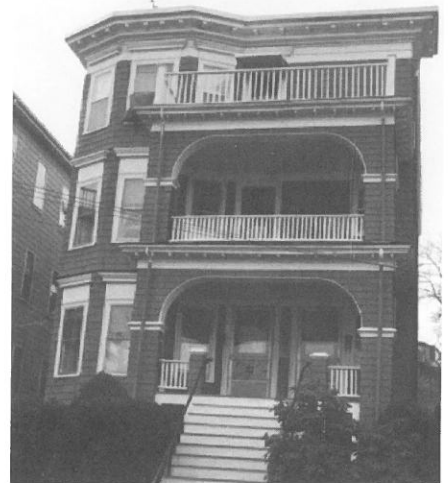
Above: **Coolidge Manor, 18 Summer Street, detail of entrance.** Built 1925. The fluted columns with composite capitals, sidelights, leaded fanlight, and curved lights on the door are features of the Colonial Revival style. Coolidge Manor was modeled after the finest Cambridge and Brookline apartments, designed in a U-plan with a central courtyard and gracious foyers.

Top left: **Edwin M. Hall House, 11 High Street.** Built ca. 1895. This was one of Everett's more ambitious Colonial Revival residences, built for the son of Morris B. Hall, a noted local builder. The expansive balustraded porch carried by triple columns and the bow window above are of particular note.

Bottom left: **10, 12, 14 and 16 Dartmouth Street.** Built ca. 1910. This group of two-family houses illustrates the popular use of a gambrel roof during the early twentieth century to create an extra floor of living space at minimal cost. Each building had a portico supported by fluted columns on concrete piers that were cast to simulate cobblestones and a doorway flanked by leaded sidelights.



Below: **11 Oakland Avenue.** Built ca. 1910. The Colonial Revival was the style of choice for most triple-decker houses built in Everett. The angular corner bay maximized light, while porches provided additional living space.



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## Bungalow 1910–1925

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By the early twentieth century, most of Everett's land was already built upon. Those houses that were built during those years were frequently bungalows—one-story cottages with low-slung rooflines that often extended over porches, exposed rafters and trusses, and deep, overhanging eaves. Though often a modest house, the bungalow in Everett frequently incorporated extra stories under the roofline and occupied a footprint that offered a sizeable amount of living space. Stucco and shingles were common wall coverings, and fieldstone or cobblestone was often used for the high foundations.

**55 Winthrop Street.** Built ca. 1910. This bungalow, like many in Everett, was built on an available lot on a street of earlier houses. The exposed sidewall of the chimney, rafters, shed-roofed dormers, squat porch posts, and extended roof which covers the porch, are typical bungalow elements.



**27 Wolcott Street.** Built 1923. One of the more ambitiously designed bungalows in Everett, this house features exposed cross-bracing beneath the eaves and in the gables. Note the second-story balcony which is inset into the roof.





## Footnotes

1. The name 'Mystic Side' later referred to only southwest Everett.
2. From accounts written by early explorers, found in Corey's *History of Malden* (1899), pp. 20-21.
3. This description is taken from Julia Rich Hogan's pamphlet entitled "Everett during The American Revolution."
4. Hayward, John, *A Gazetteer of Massachusetts*. Boston: John P. Jewett & Company, 1849, p. 193.
5. The railroad had been described in 1839 as "a long, narrow building on trundles, a sort of traveling meetinghouse, with a bell and a row of pews on each side of the aisle—drawn by a savage-looking beast that keeps puffing and whistling like a north-easter and, when started, seems as if Satan himself couldn't catch him." Hayward, *A Gazetteer of Massachusetts*, 1849.
6. *Walks and Rides Around Boston*, Appalachian Mountain Club, 1897, p. 32.
7. Bailey, Dudley H., *Everett Souvenir*, 1893, p. 77.
8. *The Woodlawn Cemetery in North Chelsea and Malden*. Boston: Higgins & Bradley, 1856, p. 57.

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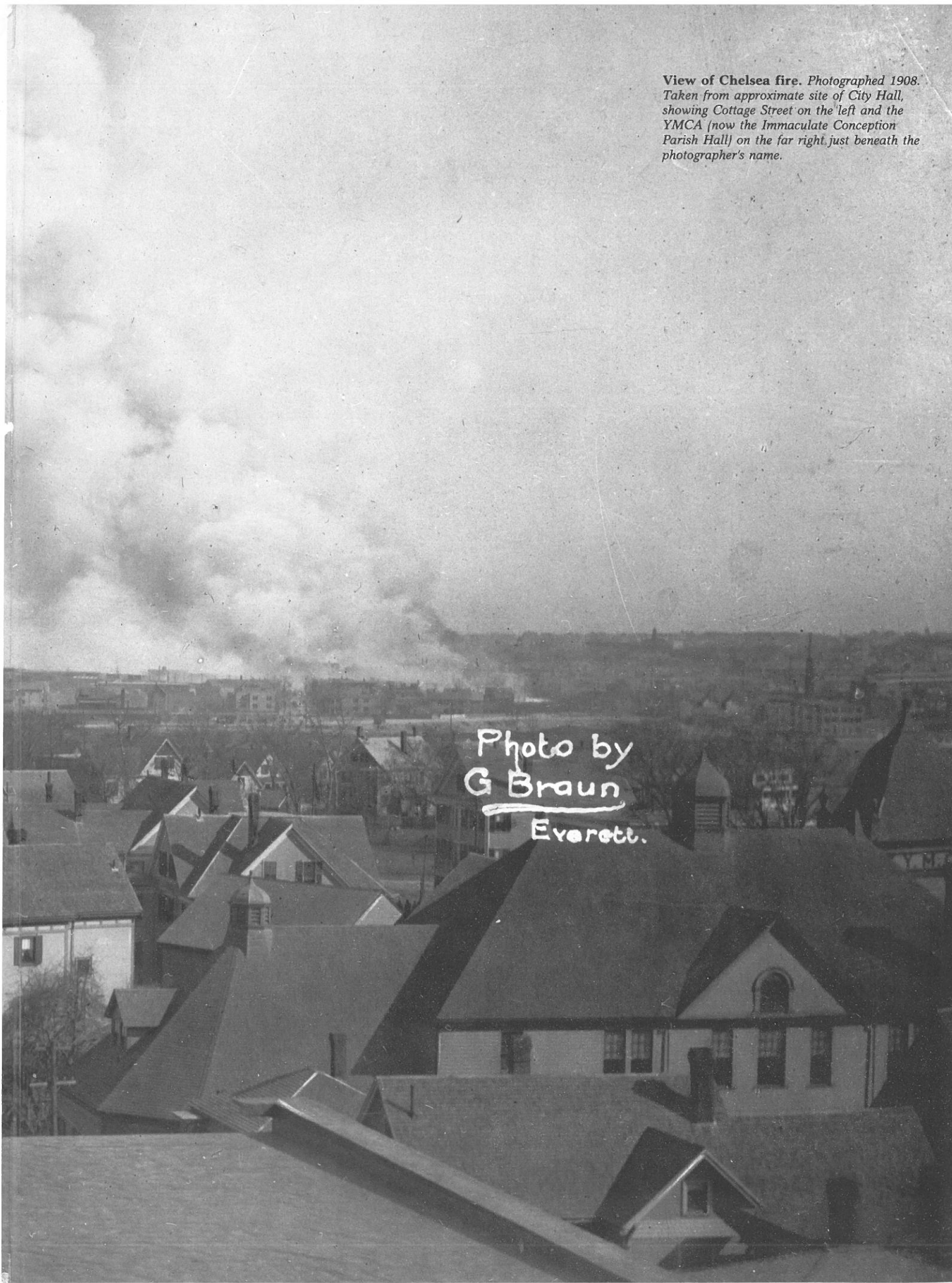
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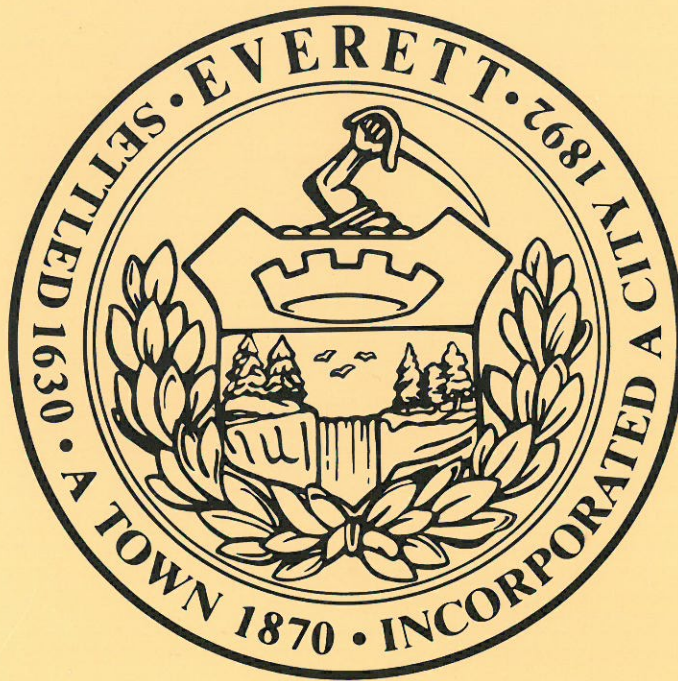
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View of Chelsea fire. Photographed 1908.  
Taken from approximate site of City Hall,  
showing Cottage Street on the left and the  
YMCA (now the Immaculate Conception  
Parish Hall) on the far right just beneath the  
photographer's name.

Photo by  
G Braun  
Everett.







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